NAVY AFLOAT MAINTENANCE TRAINING STRATEGY

NAMTS NEWS

54th Edition, January 2022

NAMTS Afloat Mentors Help our Fleet Increase Self-sufficiency Piece by Piece

In this issue:

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Welcome to the 54th Edition of *NAMTS News*

This newsletter contains information about the Navy Afloat Maintenance Training Strategy (NAMTS) Program. The purpose of this publication is to raise the level of awareness of NAMTS and to highlight the achievements of Sailors across the waterfront among the Navy's senior leadership, maintenance personnel and mentors by providing accurate information on current issues and events related to this important program.

You can access more information on NAMTS, including its governing instructions, training requirements, links to related websites, FAQs and archived newsletters at: https://navsea.navy.deps.mil/FIELD/cnrmc/namts

NAMTS

Navy Afloat Maintenance Training Strategy (NAMTS) was established in 1998 by the CNO to improve battle-group organic maintenance capability and material self-sufficiency. Commander, Navy Regional Maintenance Center (CNRMC) trains Sailors through the NAMTS program by utilizing Intermediate-level hands-on maintenance production to "forge maintenance warriors," who are competent and confident in their ability to own, maintain and operate their shipboard equipment.

CNRMC, the Regional Maintenance Centers (RMC), Naval Shipyards (NSY), Intermediate Maintenance Facilities (IMF), Trident Refit Facility (TRF) Bangor and designated afloat activities are collaborating on specific repair and maintenance "value streams" to form the Navy's largest "SEA" school:

- Maintenance Competency Development
- Material Readiness Support
- Shop Production

While assigned to a RMC, IMF, NNSY, TRF or designated afloat command, NAMTS trains Sailors in 25 different Journeymen Level Repair and Maintenance Technician training programs through hands-on shop production work accomplishment. NAMTS graduates are awarded NAMTS Navy Enlisted Classification (NEC) codes in order that they are assigned to NAMTS NEC coded billets.

On the cover:

The cover is comprised of a selection of photos from NAMTS Afloat Mentor visits aboard various ships over the last four years. The images and corresponding captions can be found on pages 2 and 3.

NAMTS News is brought to you by:

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NAMTS Public Affairs

NAMTS News is the official Navy Afloat Maintenance Training Strategy Program publication sponsored by Commander, Navy Regional Maintenance Center. All comments of this publication do not necessarily reflect the official views of the Department of the Navy. This is a biannual newsletter with article submission deadlines of the first of May and October.

NAMTS News Contents

Do you have content for an upcoming edition of NAMTS News? Submit your NAMTS stories, articles, photos and captions to katherine.ciesielski.ctr@navy.mil

NAMTS: What you need to know

Details on NAMTS and how it works for you and your Sailors

By NAMTS Public Affairs

The Navy Afloat Maintenance Training Strategy (NAMTS) is a Naval Sea Systems Command (NAVSEA) program of record that was established in 1998, by the Chief of Naval Operations.

NAMTS was created to provide Sailors with the ability to enhance their knowledge and skills through hands-on journeyman task accomplishment. Individual NAMTS courses were developed and established at shore-based Intermediate level (I-level) maintenance facilities. The goal is to enhance Hull, Mechanical, and Electrical rated Sailors' skills so they would be capable of improving the fleet's strike force organic maintenance capability, material self-sufficiency and enhance operational readiness.

Sailors stationed at Regional Maintenance Centers (RMC), Naval Shipyards (NSY), Intermediate Maintenance Facilities (IMF), Trident Refit Facility (TRF) Bangor and designated afloat activities have the opportunity to enroll in one of 25 NAMTS JQRs.

Commander, Navy Regional Maintenance Center (CNRMC), the Regional Maintenance Centers (RMC), Naval Shipyards (NSY), Intermediate Maintenance Facilities (IMF), Trident Refit Facility (TRF) Bangor and designated afloat activities are collaborating on specific repair and maintenance "value streams" to form the Navy's largest "SEA" school.

Originally only available at ashore commands, in 2014, NAMTS was expanded and the NAMTS Afloat Training Activities (NATA) were established. The program can be found on several different platforms that have the capabilities to complete significant deployed Strike Group and Amphibious Group strike force repairs. USS Nimitz (CVN 68) conducted the test pilot for the NATA initiative, during which fourteen Sailors aboard the command enrolled in the program. NATA proved to be highly effective, so additional NATA sites were established. The NATA initiative has grown and there are currently 33 active NATA commands with over 1,400 Sailors enrolled in various NAMTS Job Qualification Requirement (JQR) programs leading to Sailors earning NAMTS Navy Enlisted Classification (NEC) codes.

At each shore maintenance facility, contracted Regional NAMTS Coordinators (RNC) work with the RMCs to manage each command's NAMTS program. Much of the administrative burden falls on the RNCs to keep track of each Sailor's progress as they navigate through each NAMTS JQR. This allows each Command NAMTS JQR Coordinator to focus on skill area knowledge development.

Often times, Chiefs or shop Leading Petty Officers are at the helm and take charge of their command's NAMTS program.

"I need everyone in the Navy to know about NAMTS...Sailors should be excited about it and want to get to work on it!"

Flag Command Master Chief Donald Charbonneau, Navy Regional Maintenance Center and Surface Ships Maintenance & Modernization, October 15, 2020

The NATAs designate a senior enlisted member or junior officer as an Afloat NAMTS Coordinator to assist in program management.

Sailors who are new to the NAMTS program enroll in and complete the NAMTS Core Fundamentals JQR, a collection of the 100 Series (safety) line items and common core fundamental skill items which are all rolled into one JQR. Upon completion of the NAMTS Core Fundamentals JQR, each Sailor must take and pass the NAMTS Core Fundamentals exam before continuing training in the skill related JQR. As Sailors move on to subsequent NAMTS JQRs, they will not have to repeat all the NAMTS Core Fundamentals items, allowing more time for skill area development.

After completing the NAMTS Core Fundamentals, Sailors move on to a rating specific hands-on task job proficiency NAMTS JQR. As Sailors progress through their individual 200 and 300 NAMTS JQR Series line items, specially designated Qualifiers are able to sign off on items as the Sailors demonstrate that they have acquired the knowledge. Once a Sailor completes the entire NAMTS JQR, he or she must pass an exam and an oral board before being awarded a NAMTS Navy Enlisted Classification code. In addition to personal and professional development and service to the Navy, the knowledge Sailors obtain through the NAMTS program is very valuable within the civilian community once they leave service.

Much attention has been focused on self-sufficiency initiatives, especially within the last few years. Both professional associations as well as commands have hosted special events in the form of Waterfront Self-Sufficiency Symposiums, and one can only expect that trend to increase. At the conclusion of the Naval Surface Force Atlantic (SURFLANT) Waterfront Self-Sufficiency Symposium this past August, Capt. David Fowler, SURFLANT's Assistant Chief of Staff for Readiness and Assessments, said, "I'm grateful to all the presenters, panel members and vendors who have helped to highlight the critical initiative of self-sufficiency on the waterfront." Cognizant of the huge impact our Sailors are making, he went on to add, "I'd like to extend a special thank you to the remarkable junior Sailors who have taken the time to share their experience and knowledge with us here, and who keep our ships going every day."

Whether ashore or afloat, through the NAMTS program, Sailors utilize Intermediate-level hands-on maintenance production to complete their NAMTS JQR qualifications. The NAMTS program is used to "forge maintenance warriors," who are competent and confident in their ability to own, maintain and operate their shipboard equipment. By creating confident, competent self-sufficient Sailors, the program betters our commands and our fleet.

NAMTS Afloat Mentorship Increases Sailor Self-Sufficiency Piece by Piece

By Grabiela Quinones, NATA Scheduler/Coordinator

The NAMTS Afloat Mentorship program is primarily focused on Sailor readiness aboard U.S. Navy ships that make up the Strike Force Intermediate Maintenance Activity (SFIMA) and are identified by Fleet Commanders. The program's objective is designed to offer afloat units the opportunity to have experienced Hull, Mechanical and Electrical (HM&E) subject matter experts (SME) provide deck plate "over-the-shoulder" technical assistance and mentorship through production work for NAMTS-enrolled Sailors on the East and West Coasts.

NAMTS Afloat Training Activities (NATA) Focus Areas

The team of NAMTS Afloat SMEs accomplish this by assisting NAMTS-enrolled Sailors in the following NAMTS Job Qualification Requirement (JQR) focus areas towards attaining their associated Navy Enlisted Classification (NEC):

- NAMTS Valve Repair Technician (NEC 834A)
- NAMTS Pump Repair Technician (NEC 736B)
- NAMTS Outside Electrical Repair Technician (NEC U39A)
- NAMTS Inside Electrical Repair Technician (NEC U40A)
- NAMTS Inside Machinist (NEC U33A)
- NAMTS Shipfitter (NEC U47A)
- NAMTS Pipefitter (NEC U52A)
- NAMTS General Shipboard Welder/Brazer (NEC U54A)
- NAMTS Rigger/Weight Tester (NEC 797A)
- NAMTS Core Fundamentals

Mr. Mike Dengate, Afloat NAMTS East Outside Machine SME, provides over-the- shoulder mentorship to a Sailor aboard USS Ronald Reagan (CVN 76) in February 2019. The ship's valve test stand's hydraulic pump had been leaking oil. Together, they identified the cause of the leak, a faulty Teflon seal, and successfully made the repair. After having completed the repair and an operation test, they were able to assist two other ships by testing 8 of their relief valves. (Photo taken by John Zuhowski.)

NAMTS Afloat Inside Machine SME, Rick Smith, demonstrates the importance of accurate mathematical computations of bearing to bearing distances during the shaft manufacturing process to a Sailor aboard USS Dwight D. Eisenhower (CVN 69).

Navy Afloat Maintenance Training Strategy (NAMTS) Subject Matter Experts

Our team of NAMTS Afloat SMEs have over 200 years of combined experience serving in and working for the U.S. Navy; all team members are committed to helping Sailors learn, grow, and become self-sufficient at sea. They currently provide mentorship and guidance to 33 NATA commands for NAMTS JQR progression, NAMTS testing, repairs, and maintenance on a variety of equipment including valve test stands, lathes, milling machines, hydraulic presses, power hacksaws, drill presses and air conditioning and refrigeration plants.

When NAMTS Afloat SMEs come aboard a ship, they help to identify the shop Industrial Plant Equipment (IPE) and tool requirements to accomplish mentoring and Sailor task accomplishment. They document NAMTS personnel name, rate, JQR line item sign off, and repairs accomplished by Job Sequence Number (JSN), if applicable. Through step-by-step over-the-shoulder mentoring, Sailors are better able to comprehend each step and become more competent and confident in their ability to successfully perform repairs and maintenance.

Impact

The NAMTS Afloat Mentorship program has been instrumental in providing Sailors with the knowledge and confidence to conduct shipboard repairs without outside technical assistance. The NAMTS Afloat SMEs assisted Sailors in repairs to four CASREPs, repairing the Main Drainage Valve MD-V-12 aboard USS The Sullivans (DDG 68), the lathe aboard USS O'Kane (DDG 77) and two lathes aboard USS Bataan (LHD 5).

In 2019, the NAMTS Afloat SMEs were a part of a team that assisted USS Ronald Reagan (CVN 76) at Commander Fleet Activities Yokosuka, Japan, with repairs to the ship's valve test stand. Since that repair, the Strike Force Intermediate Maintenance Activity (SFIMA) capabilities for valve testing continues to support the ships assigned to the SFIMA and their geographical area.

Additionally, The NAMTS Afloat Team has partnered with Commander Naval Surface Force Atlantic's (SURFLANT)

NAMTS Afloat Mentorship Increases Sailor Self-Sufficiency

NAMTS Afloat Outside Machine Valve/Pump SME, Jonathan "Jon" BonetSepulveda, provides relief valve reassembly training to MM2 Carr and HTFN Gault aboard USS Arlington (LPD 24) in the Valve Shop in March 2020. (Photo by Mike Dengate.)

(N44), Assistant Chief of Staff, Captain David E. Fowler, in assisting Sailors with addressing discrepancies identified by Type Commander's Organic Repair Capability Assessment (ORCA) teams on both coasts. They also worked closely with United States Fleet Forces Command (USFF) and Commander, Naval Surface Force, U.S. Pacific Fleet (CNSP) in providing inputs to the Purple "E" and IPE instruction in their initiative to increase self-sufficiency throughout the fleet.

As the Navy has made a conscious effort to establish ways to better ensure surface ships meet readiness, service life and total ownership goals, Self-Sufficiency Symposiums have become more common from coast to coast. The NAMTS Afloat Mentorship program is another useful building block that serves our Sailors and our ships as we continue to work towards producing self-sufficient Sailors at sea.

After the NAMTS Afloat Mentorship team visited USS Arlington (LPD 24) as seen in the photo above, the ship's Auxiliaries Officer, LT Sarah Kline, was pleased with the results. "A huge 'Thank you!' to Mr. Jonathan Bonet for the professional and extremely helpful assistance. Because of him, our valve test stand works and we have qualified personnel who feel confident to operate it," Kline told Mr. Charlie Lynch, NAMTS Afloat Lead.

After a May 2019 visit aboard USS Tortuga (LSD 46), MR1 Erickson shared the NAMTS Afloat Mentorship team "has been a phenomenal asset to the Machine Shop in the complete restructuring and reactivation of the shop due to previous decommissioning efforts. They assisted in identifying and ordering $330,000 of missing shop equipage/tooling, and other over-the-shoulder assistance. A radial drill press and two lathes are now operational thanks to their diligence."

Following a August 2018 NAMTS Afloat Team visit aboard USS Roosevelt (DDG 80), the ship's then Commanding Officer, Cdr. Jones, had this to say about the team, "They were able to make on the spot corrections and point us in the correct direction towards getting healthy. The team spent a significant amount of time with individual Sailors discussing not only our repair capabilities, but T/S (troubleshooting) techniques and maintenance best practices. The entire team was accommodating, professional, and knowledgeable."

USS Gonzalez (DDG 66) requested a visit by the NAMTS Afloat Mentorship team to spend some time with their Hull Technicians and Damage Controlmen. On April 22, 2021. DC2 Victor Cano, Jr., of Corpus Christi, Texas, was among a group of Sailors who participated in the visit. "I did not know the capabilities of the lathe or the drill press prior to the NAMTS visit. The team was very eager to teach us how to make the ship more self-sufficient. Thank you for the time and effort this great Navy program provides," Cano said.

The NAMTS Afloat mentorship team eagerly continues to serve our fleet; contact us today!

Scheduling

To learn more about the NAMTS Afloat Mentorship program and schedule a visit please contact our NAMTS Afloat Training Activity Scheduler/Coordinator, Ms. Grabiela Quinones. She can be reached via email at Grabiela.Quinones1.ctr@navy.mil or by calling (757) 578-5341 ext. 113.

NAMTS Afloat Inside Machine SME, Darrell Monroe (standing) and NAMTS Afloat Electrical SME/East Team Lead, Russell Lincoln, assist MR1 Elizabeth Shelton aboard USS Arleigh Burke (DDG 51) with adjusting the forward/reverse cam on a Lodge & Shipley AVS 2013 lathe on September 4, 2019. (Photo by Rick Smith.)

Sailors abord USS Gonzalez (DDG 66) listen intently as Afloat NAMTS SMEs Rick Smith ((left) Inside Machine) and Russell Lincoln (Inside/Outside Electrical) demonstrate fundamentals on the ship's Lodge & Shipley AVS 2013 lathe on April 22, 2021. (Photo by Kat Ciesielski.)

NAMTS Graduates Recognized During SURFLANT Self-Sufficiency Symposium

By NAMTS Public Affairs

Mid-Atlantic Regional Maintenance Center Sailors who earned a Navy Afloat Maintenance Training Strategy (NAMTS) Navy Enlisted Classification (NEC) were recognized during the Commander, Naval Surface Force Atlantic (SURFLANT) hosted a Waterfront Self-Sufficiency Symposium onboard Naval Station Norfolk, Va. From August 11-13.

During the graduation ceremony, 21 Sailors were recognized for having earned their NECs in one of the following skill areas: Valve Repair, Pump Repair, Heat Exchanger, Outside Electrical, Inside Machinist, Gas Turbine Repair, and Watertight Closure Maintenance. Each Sailor was presented with their certificate by Commander, Naval Surface Force Atlantic Deputy Commander, Rear Adm. Marc Lederer.

The event focused on empowering Sailors to assess and repair material discrepancies by utilizing on-ship resources, thereby maintaining and enhancing warfighting capabilities.

"The symposium aims to give Sailors and leaders the tools to more effectively maintain their ships without the need for outside assistance. We're excited to engage the waterfront and provide the resources needed to increase awareness and knowledge of maintenance resources and best practices to enhance unit level self-sufficiency," said Capt. David Fowler, Commander, Naval Surface Force Atlantic Assistant Chief of Staff for readiness and assessments.

The NAMTS program was an integral part of the three-day event with NAMTS briefs presented and key NAMTS personnel sitting on the expert panel.

"On any given day, there are roughly 2,000 Sailors working on NAMTS training along the waterfront or aboard their ships; our NAMTS Sailors put the sets and reps in on their various skill areas and they are going to be able to fix our ships when it matters most," said Daniel Spagone, Director of Intermediate-level Maintenance, Commander, Navy Regional Maintenance Center.

(L-R) Capt. David Fowler, SURFLANT Assistant Chief of Staff, CMDCM Don Charboneau, Command Master Chief, Navy Regional Maintenance Center and Surface Ships Maintenance and Modernization, and Mr. Daniel Spagone, Intermediate Level Maintenance Director (Code 900) chat prior to the symposium's start.

Command Master Chief of Naval Sea Systems Command (NAVSEA), CMDCM Justin Gray, delivered the keynote address during the Waterfront Self-Sufficiency Symposium.

(L-R) NAMTS team members: Kevin Bond, Jon Bonet Sepulveda, Chris Padilla, Sharon Jones, Gerald Schrage, Mike Dengate, Al Kinchen, Daniel Spagone, Timothy Jones, Rick Smith, and Grabiela Quinones.

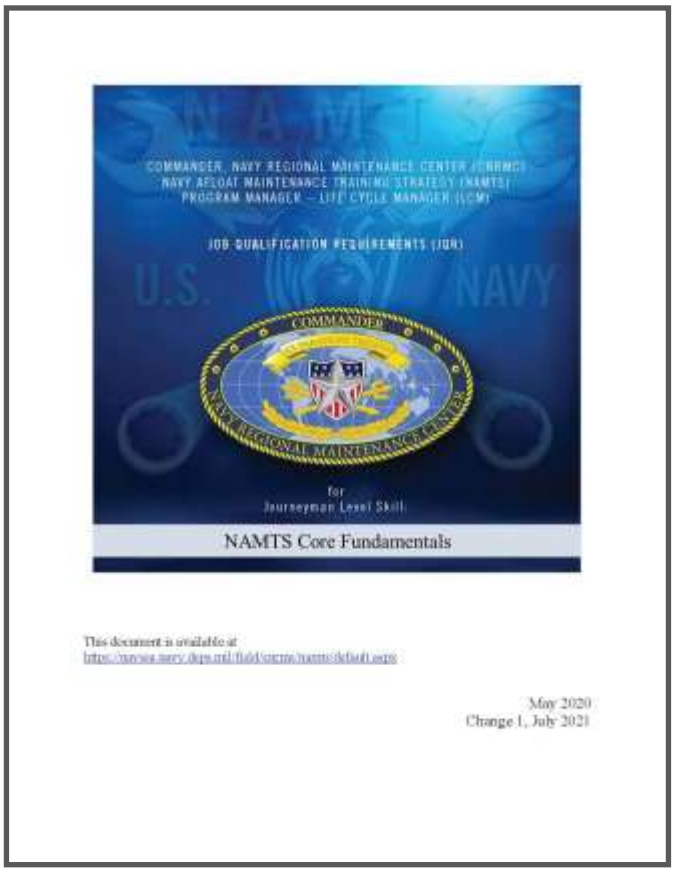
NORFOLK, Va. (August 12, 2021) Far left, Mr. Andrew Porter, Regional Navy Afloat Maintenance Training Strategy (NAMTS) Coordinator for Mid-Atlantic Regional Maintenance Center (MARMC); center, Commander Naval Surface Force Atlantic Deputy Commander Rear Adm. Marc Lederer; and far right, Capt. Rey Tanap, Executive Officer, Mid-Atlantic Regional Maintenance Center, stand with 21 Sailors from MARMC, who all recently earned a NAMTS Navy Enlisted Classification Code. (Photo by MM2 Christian Reinhold, MARMC Public Affairs.)

NAMTS Growth Prompts the Implementation of New Core Fundamentals JQR

By Arthur Sisk, NAMTS Ashore Team Lead

The Navy Afloat Maintenance Training Strategy (NAMTS) program is continuously evolving. The evolutionary changes are allowing more and more Sailors to complete a skill related Job Qualification Requirement (JQR) and earn NAMTS Navy Enlisted Classification Codes (NEC). In fact, many Sailors are working on earning multiple NECs. To reduce redundancy, Commander, Navy Regional Maintenance Center (CNRMC) developed a NAMTS Core Fundamentals JQR that groups all the similar 100 Series (Safety) line items and common core fundamental skill items from all the JQRs into one.

On January 4, 2021, the NAMTS Core Fundamentals JQR was activated and all Sailors at the NAMTS shore and afloat commands were assigned the NAMTS Core Fundamentals JQR to complete. Sailors who were enrolled in a NAMTS skill JQR at the time of launch were given credit for previously acquired signatures, which allowed those Sailors to move through the Core Fundamentals training quickly and return to their primary NAMTS skill area JQR. All newly enrolled Sailors were registered in Core Fundamentals and allowed sufficient time to complete the NAMTS learning processes. Upon completion of the Core Fundamentals JQR, each Sailor must take and pass the associated exam before continuing in a skill related NAMTS JQR. As Sailors move on to subsequent NAMTS skill JQRs, they will not have to repeat all the Core Fundamentals items, allowing more time to focus on the skill area. Another benefit of splitting out the common core processes is the ability to add additional material without making changes to the 25 NAMTS skill JQRs, greatly reducing the amount of time needed to get new requirements into the Core Fundamentals JQR and out to the Sailors.



Aboard USS Stethem (DDG 63), GSM3 (SW) Ginnen Cabasa, reviews NAMTS Core Fundamentals material with Steven Constantino, NAMTS Afloat Outside Machine subject matter expert, as she prepares for her NAMTS Core Fundamentals examination. (Photo by Rizalito Antonio.)

"We want our Sailors to work smarter, not harder," said Gerald "Jerry" Schrage, Sailor Professional Development Manager (Code 930), CNRMC, "and consolidating the material that makes up the NAMTS Core Fundamentals JQR is one way we're helping them do just that," he added.

Sailors enrolled in the NAMTS Core Fundamentals JQR are exposed to basic safety items such as First Aid, Hearing Conservation, Hazardous Material, Respiratory Protection, Tag-Out Fundamentals, Fire Prevention, and Fiber Optics safety. Additional common engineering fundamentals are included in the JQR, such as system/component troubleshooting, blueprint reading, formal work package/controlled work package contents, precision measurement instruments, and International System of Units (SI) (Metrics System). Core Fundamentals also introduces Sailors to surface preparation and painting as well as general rigging fundamentals. To date, 1,815 ashore and afloat Sailors have completed the NAMTS Core Fundamentals JQR with another 401 Surge Maintenance Reservists completing it as well.

Rusty's Corner: CNRMC Installs miniBRS™ System in Bahrain

Article and photos by Andy "Rusty" Vasquez, Corrosion Control Program Manager

Commander, Navy Regional Maintenance Center (CNRMC) recently added to the capabilities of Forward Deployed Regional Maintenance Center (FDRMC) Detachment Bahrain with the addition of a miniature blast recovery system.

The mission of FDRMC Detachment Bahrain is to provide engineering and technical services for maintenance and modernization of naval ships and craft in the Fifth Fleet Area of Responsibility (AOR). FDRMC Det Bahrain provides intermediate-level and depot-level maintenance for 14 forward deployed naval force ships, including CNO and Continuous Maintenance (CMAV/CM) availability, planning, execution and oversight. The detachment also provides Voyage Repair planning, execution and oversight for ships operating in the Fifth Fleet AOR.

The Corrosion Control Maintenance Assist Team (CCMAT) as part of the introduction of NAMTS Training for Corrosion Control Program Technician (CCPT) course, allows for the proper maintenance of our ships. The Mini Blast Recovery System (miniBRS™) consists of a Compressor, an Air Cooler, the mini BRS, and a nozzle head. The miniBRS permits the user to perform media blasting while containing the effluent debris as it vacuums simultaneously providing a relatively clean work area while removing corrosion and paint. The final result after blasting is a white metal finish (SP-10) with the proper uniform surface profile to apply a primer coat and final topcoat, while reducing the opportunity for surface or flash rust to occur using the paint cartridge system.

This system will be another tool for the Corrosion Control Maintenance Assist Team to use while conducting the CCMAT visits on the FDRMC ships, enabling them to have an advantage over the standard needle gun and/or p-grinder approach to removing paint and corrosion, and provide a uniform surface for preservation coatings. In addition, this system eliminates having to build or develop a containment to reduce the chance of getting paint chips or corrosion in the water and cleans as it goes, capturing the debris in the machine.

With the addition of the miniBRS, FDRMC Detachment Bahrain is able to keep our ships in top condition. Seawater means salt, which aids the corrosion process, so it is vital to have access to this capable sandblasting equipment.

This 375 CFM Diesel air compressor supports the miniBRS and vacuum system from the single pass unit via an air cooler.

Shipboard use, the miniBRS is on the pier, the air supply/ Media and vacuum hose are run to the work area, and the nozzle and control switch are at the worksite for ease of use.

Corrosion and paint are removed, while the surface finish is uniformly clean and ready for preservation in minutes with the proper surface profile.

Using the paint cartridge system, the fresh surface is properly preserved in minutes.

Industrial Plant Equipment

By Albert Jonson, Industrial Plant Equipment Manager

Commander, Navy Regional Maintenance Center's (CNRMC) NAMTS Industrial Plant Equipment (IPE) team continues to develop and execute projects that systematically replace antiquated equipment with innovative solutions throughout the Regional Maintenance Center (RMC) enterprise. The phased replacement is sponsored through the Naval Sea Systems Command (NAVSEA) Fleet Maintenance Investment Program (FMIP). Leading the way for IPE planning and implementation of industrial plant equipment are Mr. Daniel Spagone, CNRMC's Intermediate-Level Maintenance Director; Mr. Scott Buchanan, CNRMC's Programs/IPE Lead C920; Mr. Albert Johnson, NAMTS Plant Equipment Manager; and Mr. William Frazier, West Coast Production Equipment Specialist.

IPE's recent procurements include the mini Blast Recovery System at Mid-Atlantic Regional Maintenance Center (featured on the previous page), the procurement and delivery of a diver support vehicle (DSV) at Southwest Regional Maintenance Center (SWRMC), and the OMAX water jet cutting machine installed at forward-deployed Regional Maintenance Center (FDRMC) Detachment Rota.

The new DSV is a custom-designed vehicle that provides dive teams with the ability to mobilize essential support systems that are imperative for dive safety and efficient production while supporting day-to-day pierside operations in Underwater Ships Husbandry Maintenance practices on U.S. Navy surface ships, carriers, and submarines. The new SWRMC DSV replaces the NAVSEA dive bus procured and retrofitted in 1999. The DSV provides SWRMC divers with an upgraded portable dive platform with a diver toolbox and an installed NAVSEA 00C certified surface while reducing setup time and providing a more compact footprint on the pier. The new DSV allows dive supervisors to utilize multiple pieces of dive equipment, tools, and ancillary support gear as they perform various cost-saving waterborne repairs to Navy Ships. With the addition of this new resource, there is an anticipated annual cost savings of approximately $91,000 for SWRMC.

The new water jet cutting machine installed at FDRMC Detachment Rota provides computerized cutting and completes the standardization of precision cutting of mission-essential parts and gaskets and maintenance services across the RMC enterprise. The water jet will be used to cut materials including metals, plastic, rubber, and wood as large as 4'x8' and sheet material up to 6" thick. It will also perform blank material cutting for repair consumables such as gaskets, cutouts, flange blanks, etc. Additionally, the water jet will reduce and/or eliminate post-cut machining of fit-up blanks, saving production time with computer-controlled precision.

The addition of the SWRMC's new DSV and the water jet cutting machine at FDRMC Rota enhances our fleet's capabilities and enables our personnel to perform their jobs more efficiently while supporting NAMTS maintenance and skill development.

NAMTS Subject Matter Expert in the Spotlight

Article and photos by Russell Lincoln, NAMTS Afloat Team Lead (East) & NAMTS Public Affairs

Navy Afloat Maintenance Training Strategy (NAMTS) Afloat mentor and subject matter expert (SME), Michael "Mike" Dengate, is a retired First Class Machinist's Mate with 20 years of service to the fleet. He served aboard five steam ships in the propulsion plant, oil lab, and outside machine and pump repair shops. He also served a shore duty tour at what was then known as Shore Intermediate Maintenance Activity (SIMA), Norfolk,Va., in the pump shop and was the Leading Petty Officer at the relatively new Pump Regional Repair Center at Norfolk Naval Shipyard.

After retiring from the U.S. Navy, Dengate worked at the Valve Barge at Norfolk Naval Shipyard; he was there for nearly two decades and while there, he was responsible for training Sailors attached to aircraft carriers while the ship was in overhaul.

Dengate currently serves as the Valve Repair Technician, Pump Repair Technician, and Outside Machine mentor for the NAMTS program. With experience in main propulsion maintenance, boiler repair and the planning, disassembly, overhaul, and installation of valves and pumps, he is a wealth of knowledge who continues to aid our fleet long after he retired from active duty.

Some of his recent accomplishments include the assessment and mentorship during the repair of valve test stands aboard USS Gerald R. Ford (CVN 78), USS Iwo Jima (LHD 7), USS San Antonio (LPD 17), USS Arlington (LPD 24), and USS Carter Hall (LSD 50). Thanks to the repairs aboard these ships, he not only saved them time and money by reducing the need for outside technical assistance, but in sharing his experience and expertise, Dengate was able to pass that knowledge along to ship's force, enabling the Sailors and ships to increase their self-sufficiency.

Mike Dengate, Valve Repair, Pump Repair, and Outside Machine NAMTS Afloat SME, assists HT3 Elmar Caraballo Lopez, from Ponce Puerto Rico, while overhauling a Simplex Hydraulic Ram for the Barbee HP-6000-TR Valve Test Stand aboard USS Gerald R. Ford (CVN 78) on May 26, 2021. (Photo by Jon BonetSepulveda).

Mike Dengate,
NAMTS Afloat Outside Machinery SME

Additionally, Dengate assisted with Type Commander (TYCOM) requested visits providing mentorship to Sailors aboard USS Leyte Gulf (CG 55) and USS Mahan (DDG 72), where he helped with repairs to their saltwater relief valves. A TYCOM request also brought him to USS Oscar Austin (DDG 79), on which Dengate provided mentorship to ship's force with repairs to valves and remote operators for the waste drain.

Though no longer in uniform, Dengate remains a valuable asset to our fleet; his continual sharing of knowledge with young Sailors in the areas of pump and valve maintenance are a significant help in our Sailors learning to become self-sufficient at sea.

"Mike has shown great passion in his efforts to support every ship. He continues to provide detailed instructional sessions along with over-the-shoulder guidance to assist each Sailor with their in-rate knowledge. He is a key member of the NAMTS Afloat mentor team and a wealth of knowledge for all Sailors to rely on," stated Russ Lincoln, NAMTS Afloat East Team Lead.

Mike Dengate (left center) mans the NAMTS booth during MegaRust 2021 with colleagues (L-R) Kat Ciesielski, Grabiela Quinones, and Russ Lincoln.

NAMTS Participates in Various Exhibition Opportunities to Spread Word of Program

Article and photos by NAMTS Public Affairs

The Navy Afloat Maintenance Training Strategy (NAMTS) team has been taking advantage of each opportunity available to share information about the program through the exhibition at symposia and tradeshows.

Over the last several months, NAMTS has participated in and provided exhibits at the Commander, Naval Surface Force Atlantic (SURFLANT) Waterfront Self-Sufficiency Symposium, the Surface Navy Association's (SNA) Waterfront Symposium, and two American Society of Naval Engineers (ASNE) events (MegaRust and the Fleet Maintenance & Modernization Symposium).

SURFLANT's Waterfront Self-Sufficiency Symposium

SURFLANT's Waterfront Self-Sufficiency Symposium was held August 11-13 in Norfolk, Va.; the event focused on empowering Sailors to assess and repair material discrepancies by utilizing on-ship resources, thereby maintaining and enhancing warfighting capabilities. NAMTS was an integral part of the three-day event with NAMTS briefs presented, key NAMTS personnel sitting on the expert panel, and a NAMTS graduation being held during the event.

(L-R) NAMTS team members: Kevin Bond, Jon Bonet Sepulveda, Chris Padilla, Sharon Jones, Gerald Schrage, Mike Dengate, Al Kinchen, Daniel Spagone, Timothy Jones, Rick Smith, and Grabiela Quinones.

Surface Navy Association's Waterfront Symposium

SNA hosted its 2nd Annual Waterfront Symposium August 25 and 26, pierside at Naval Station San Diego, Calif.. Keynote addresses were provided by Rear Adm. Peter W. Gautier, USCG, Deputy Commander Pacific Area, U.S. Coast Guard, and Vice Adm. Roy Kitchener, USN, Commander Naval Surface Force, US Pacific Fleet. NAMTS was among 30+ exhibitors present. Participants also had the opportunity to tour several Center for Surface Combat Systems (CSCS) and Surface Warfare Schools Command (SWSC) facilities to see the count

Left: (L-R) Southwest Regional Maintenance Center (SWRMC) Sailors HTC (SW) Carla Jordan, GSE1 (SW) Samantha Adams, BM2 Rachel Johnson, and EN1 (SW) Harveyjoshua Macadaan pose for a photo with FORCM Chris Detje, Navy Personnel Command (2nd from right) during SNA's Waterfront Symposium on August 26.

Right: HTC (SW) Carla Jordan, SWRMC Command NAMTS JQR Coordinator, and EN1 (SW) Harveyjoshua Macadaan, a Sailor who holds multiple NAMTS NECs, speak with Sailors regarding the NAMTS Program during SNA's Waterfront Symposium, on August 26.

-ry's latest and greatest investments in training technology available for our Sailors and other service members.

MegaRust

MegaRust, an annual conference that provides a consolidated focus on Navy corrosion issues, was held September 21-23, in Hampton, Va. Corrosion is a major factor in the readiness and total ownership cost of naval systems and the conference is intended to provide updated information on programs, policies, standards and fleet experience related to corrosion and to promote discussion and the sharing of information on techno-

Russ Lincoln speaks to Sailors in attendance at MegaRust about NAMTS.

(L-R): NAMTS team members Russ Lincoln, Grabiela Quinones, Jon Bonet Sepulveda, Kevin Bond, Chris Padilla, Charlie Lynch, Andrew Porter, Jon Russell, and Sharon Jones man the NAMTS booth at MegaRust 2021.

NAMTS Participates in Various Exhibition Opportunities to Spread Word of Program

logies and strategies for controlling corrosion. NAMTS team members were on hand to discuss the program, especially pertaining to the Corrosion Control Program Technician (CPPT) Job Qualification Requirements Sailors must undergo in order to earn a CPPT NAMTS Navy Enlisted Classification code.

Fleet Maintenance & Modernization Symposium

The American Society of Naval Engineers' (ASNE) Fleet Maintenance & Modernization Symposium (FMMS) was held October 17-19, in San Diego, Calif., bringing together the entire naval ship maintenance and modernization community like no other forum. The annual event is an opportunity to engage everyone who has a stake in building, repairing, sailing, innovating, updating, training, fighting, and winning on or from the sea on a US or allied military vessel. Mentioned during their time on stage by senior Navy leadership to include Vice Adm. Kitchener, Vice Adm. Galinis, and Rear Adm. Ver Hage, it was an ideal opportunity for NAMTS to exhibit and answer questions from event attendees about the program. Port Engineers were particularly interested in learning more about NAMTS and how they can better help their ships and Sailors.

Southwest Regional Maintenance Center's Regional NAMTS Coordinator, Doug Scholl, shares information about the NAMTS program.

(L-R): NAMTS team members Quinten Taylor, Chuck Webb, Daniel Spagone, Charlie Lynch, and Gerald Schrage speak with Rear Adm. Eric Ver Hage about his program during FMMS 2021.

NAMTS team members stand with RDML Eric Ver Hage, Commander, Navy Regional Maintenance Center (CNRMC) and Naval Sea Systems Command Director, Surface Ship Maintenance and Modernization (SEA 21) on October 18, during FMMS. L-R: Steven Constantino, Ramir Pulido, Daniel Spagone, Quinten Taylor, Chuck Webb, Charlie Lynch, Rear Adm. Eric Ver Hage, Gerald Schrage, James Armijo. (Photo by Doug Scholl.)

UPCOMING EVENTS

Visit NAMTS at:

-Surface Navy Association's
34th Annual National Symposium
January 11-13, 2022
Hyatt Regency Crystal City

-American Society of Naval Engineers'
MegaRust
Early June 2022
San Diego Marriott, Mission Valley

-SNA's
Waterfront Symposium
Summer 2022
Naval Station San Diego

-ASNE's
Fleet Maintenance & Modernization Symposium
September 20-22, 2022
Virginia Beach Convention Center

NAMTS Afloat Mentors Contribute to USS Iwo Jima's (LHD 7) Deployment Success

By Russell Lincoln, Afloat Team Lead (East)

As ships prepare for deployment, leadership is always looking for ways to improve their readiness. Having a well-trained workforce is a priority, especially when ports visits are few and far between.

Several USS Iwo Jima (LHD 7) Sailors committed to enrolling in NAMTS Job Qualification Requirements (JQR) prior to deploying with the goal of completing their courses while out to sea.

While in deployment preparation mode, Iwo Jima obtained assistance from NAMTS Afloat mentors, who provided invaluable over-the-shoulder assistance to ship's force over the course of several months in two locations. While the ship was in Mayport, Fla. and Norfolk, Va., the NAMTS Afloat Mentors provided over 70 hours of mentorship related to the following NAMTS JQRs skill areas: NAMTS Inside Machinist, NAMTS Inside Electrical Repair Technician, NAMTS Outside Electrical Repair Technician, and NAMTS Valve Repair Technician. The mentors also provided over 100 hours of over-the-shoulder technical assistance with 39 jobs.

USS Iwo Jima's (LHD 7) "A Gang" team led by MM1 (SW) Benjamin Johnson, is shown here replacing the ship's NR2 Low Pressure Air Compressor (LPAC) motor. (Photo courtesy of CDR Tom Foegelle, Iwo Jima's Engineer.)

"The biggest help we received prior to deployment was the Industrial Plant Equipment (IPE) assessments and repairs orchestrated by Rick Smith and his team. During the visits, they helped us repair/refurbish multiple pieces of IPE and helped us complete a total overhaul of the valve test stand. Throughout the numerous visits, Rick spent hours and hours mentoring MRs and HTs on how to use and repair our vital equipment. All IPE equipment training, especially with our valve test stand, was crucial to efficiently and effectively complete Intermediate and Depot-level repairs while forward deployed," said CDR Tom Foegelle, USS Iwo Jima's Engineer. "NAMTS support and mentorship definitely assisted Iwo Jima in receiving the Commander, Naval Surface Force Atlantic Self-Sufficiency Award for 3rd quarter 2021 as well as the 2021 Secretary of the Navy Energy Excellence Award. The help we obtained through NAMTS and the knowledge our Sailors earned through the mentorship opportunities was vital to our successful training cycle and smooth deployment to the Fifth and Sixth Fleet Areas of Operation," Foegelle added.

Repairs Completed by NAMTS Sailors Aboard USS Iwo Jima (LHD 7) by JQR Skill Area During their Recent Deployment

Pump Repair

- Overhauled NR7 Variable Speed Fire and Flushing Pump (FFP), NR9 and NR10 FFP, NR1 Evaporator (EVAP) Condensate pump, NR2 EVAP Distillate pump
- Overhauled NR1 and NR2 Main Engine Attached Lube Oil (L/O) pumps, NR1 Waste Water pump, NR2 and NR3 Oily Waste pumps and replaced NR3 Sewage Macerator pump

Inside/Outside Electrician

- Replaced grounded motors on NR1 and NR2 Low Pressure Air Compressors (LPAC)
- Overhauled NR1 Air Conditioning (A/C) Motor Controller after a Class Charlie Fire
- Replaced 8 failed Fuel Oil (F/O) compensated group Salt Water (S/W) Helen strainer motors
- Replaced several Motor Controller overloads, latching relays, and contacts on vital equipment (Main Feed pump Emergency L/O Pump, EVAP Condensate and distillate pumps, NR2 High Pressure Air Compressor (HPAC), Ship Service Turbine Generator (SSTG) Condensate pumps)
- Overhauled 6 failed Automated Bus Transfer (ABT) controllers
- Multiple repairs to SSTG Load Share, Voltage Regulator and Governor controls systems
- Repaired 10 Reefer Unit Controller Defrosting systems
- Replaced motor bearings on USS Carter Hall's reefer Motor (1 of 2), NR2 Ship's Service/Emergency Diesel Generator (SS/EDG) L/O keep warm Pump motor, NR6 Reefer Unit Cooler motor and three ventilation motors

Valve Repair

- Rebuilt NR2 Boiler F/O quick closing valve, 6 Firemain reducing valves, aft 150lb Wet bulkhead cross connect, three Electronic Automatic Boiler Control (EABC) system regulating valves
- Replaced NR1 and NR2 EVAP 6" Feed heater control valves, NR2 A/C Chilled water Control Valve, NR6 A/C S/W discharge valve, and a Collection Holding Transfer (CHT) Diverter valve
- Tested 26 Relief valves

Air Conditioning & Refrigeration (A/C & R)

- Repaired Morgue Refrigeration unit (reefer) and Medical's Blood Bank Freezer
- Overhauled NR3 Reefer Compressor
- Replaced/repaired 10 under counter and standup reefer compressors in the Main Galley, Wardroom and CO's Galley
- Cleaned six A/C condensers twice, and three refer condensers once

Welding

- Replaced 40 feet of failed carbon steel Ship's Hotel Services Steam Return Piping (4 different sections)
- Replaced two feet of failed stainless steel Steering Hydraulic piping
- Replaced 60 feet of failed Copper Nickel (CUNI) saltwater piping in Auxiliary Machinery Room (AMR) Oily Water Separator (OWS), Main Machinery Room (MMR) Auxiliary Sea Water (ASW), Firemain and FFP systems

Inside Machine

- Manufactured components to NR1 Boiler Main Steam Stop Motor Operated valve, NR1 Boiler F/O pump isolation valve, NR7 FFP constant vent fitting

Watertight Closure Maintenance

- Repaired/overhauled 60 watertight doors, hatches and scuttles

Other Repairs where Training and NECs contributed to success

- Replaced sheared shaft to Solid Waste Control Large Pulper
- Completely overhauled three Compressed Melt Units
- Replaced Starboard Anchor Windlass High and Low speed Hydraulic Motors
- Replaced NR2 LPAC air end compressor
- Rebuilt NR1 HPAC 4th Stage

Improving Machining Proficiency One Sailor at a Time

Article and photos by Rick Smith, NAMTS Afloat Inside Machine SME

Our Navy is full of Sailors who are eager to learn and USS Bataan's (LHD 5) MR2 Luke Newhouse is a prime example. When the ship's lathe broke, MR2 Newhouse knew early on that ready-made parts were going to be difficult to locate and even more challenging to install. He had yet to restore such linkage or work on lathe restoration, but he was up for the challenge.

With the guidance of NAMTS Afloat Inside Machine subject matter expert (SME) Rick Smith, MR2 Newhouse improved his knowledge in lathe theory, operation, and technical manual useage all in one setting. Over the span on three days, the duo went through complicated machine set ups, mathematical calculations and theory involved in machining the steel tool required to repair the lathe.

"Experiencing the NAMTS mentoring and overall guidance was beyond my expectations. Countless opportunities might have been lost if not for the required NAMTS Job Qualification Requirements (JQR) listed in the NAMTS Inside Machine booklet. As I progressed through the manufacturing process, every aspect of machining was touched, from speeds and feeds, use of metal coolants, and safely learning how maximum amounts of metal removal were possible. Today, I'm more than ever convinced I can affect future repairs all based on this one experience. Honestly, to date, this has been one of my most rewarding experiences of true machining I have ever endured," Newsome enthusiastically shared.

"If ever there was a stellar example of hands-on skill improvement through production, this was it. Watching Petty Officer Newhouse research the lathe's technical manual while working through how assembly prints work, showing him how to determine exact sizes of the two required shifting linkages, determining the required type of steel from the NAVSEA 0900-LP-038-8010 Metal Comparison Guide, and to see the dedication displayed through the manufacturing process was truly awesome," stated Smith.

MR2 Luke Newhouse (R) and MR3 Allena Rowton assessing the lathe linkage.

With contractor expenses in Industrial Plant Equipment (IPE) on the rise and the cost and availability of original equipment manufacturer (OEM) parts becoming more expensive and harder to acquire, it is imperative that we strive for our Sailors to become more self-sufficient.

MR2 Newhouse is a shining example of the ship's can-do spirit and willingness to learn, grow, and achieve goals. This example of self-sustainability within the Machine Shop aboard Bataan with the assistance of the NAMTS Afloat Mentorship Program is a testament to what can be achieved with the proper resources and opportunities.

MR2 Luke Newhouse manufactures the new GAP lathe linkage.

Revolutions per minute (RPM) linkage lever.

MR2 Luke Newhouse holds newly manufactured secondary linkage.

USS Bataan's new GAP lathe linkage.

MR2 Luke Newhouse and Rick Smith, NAMTS Afloat Inside Machine SME, check the alignment of the newly manufactured shifting linkage. (Photo by MR3 Allena Rowton.)

HRMC Tour of NAMTS, the Navy's "SEA" School

Article and photos by Travis Rupert, Regional NAMTS Coordinator

Navy schools have changed over the years, but the commitment to learning has not. Sailors at Pearl Harbor Naval Shipyard (PHNSY) are fortunate to have a dedicated learning space.

Building 1744 on Mike Piers at PHNSY has become an invaluable piece of property where Sailors are learning in-rate skills during their shore tours. The building had formerly been used as a storage facility for ship parts utilized by Port Engineers on the waterfront. It was then turned into a Sailor-run Intermediate Maintenance Facility. Most recently, the building serves as a home for the Maintenance Assist Team (MAT) and the Navy Afloat Maintenance Training Strategy (NAMTS) programs.

Captain McCrillis (Code 900) talking to the Shop 11 Hull Technicians during a NAMTS training session.

Inside the building are numerous stocked toolboxes, large working areas for the disassembly and reassembly of various parts, and many useful mock-ups. The mock-ups include units on which Sailors can train in the areas of refrigeration, heat exchangers, watertight doors, valves, and ship fitting. The larger machinery and tools available include welding machines, a finger brake, a metal shear, a pipe bender, vises, and a small mill. Building 1744 is also outfitted with roll out low pressure air connections throughout. On the second floor mezzanine is an office area divided into two spaces, one side accommodates the MAT Sailors and the other houses office space for the MAT Leading Chief Petty Officer (LCPO), Regional NAMTS Coordinator and Command NAMTS JQR Coordinator.

There are nine workstations to include a large flat screen TV utilized for NAMTS over-the-shoulder mentoring. The MAT LCPO, Chief Elson Espiritu, is running a team of 14 multi-rated Sailors who are also NAMTS Qualifiers for the following Navy Enlisted Classifications (NEC): Heat Exchanger Repair Technician, Air Conditioning & Refrigeration Technician, Watertight Closure Maintenance Technician, and Valve Repair Technician. When the Sailors are not busy helping waterfront surface ships with planned and corrective maintenance, they are on the deck plates mentoring other Sailors in NAMTS skill areas. The MAT Sailors also rotate through the various shops in the shipyard when additional assistance is required. Working side by side with the civilians at Pearl Harbor Naval Shipyard ensures work force development. Their excellent troubleshooting and training is showing these Sailors, many of whom are on their first shore tour, what "right" looks like.

MM2(SW) Kameron Dunklin (Heat exchanger Repair Qualifier) Describing to MM2(SW) Rhaje Evansharris the general maintenance procedures for shell and tube type heat exchangers.

Capt. Ryan McCrillis, Pearl Harbor Naval Shipyard, Production Resources Manager, Code 900, said "I am very proud of the NAMTS program here at Pearl Harbor! This well-organized program helps Sailors hone their skills and validates their level of expertise. As Chief Engineer on an aircraft carrier, I saw the great things that NAMTS-trained Sailors bring to the fleet and I am very happy to have a part in equipping our talented men and women to return to operational units with even more knowledge, understanding and skill. This has a tangible effect on increasing our Navy's lethality. Everyone who graduates from a NAMTS course should be proud, knowing they are playing a vital role in keeping our Navy strong!"

Above: MM1(SW) Quoc-Ngyuen (Valve Repair Technician qualifier) giving Valve Training to HT1 (SW/AW) London Hunter, utilizing the Valve Display Mock-up showing all the different types of valves.

Right: A mock-up showcasing different types of valves.

HRMC Tour of NAMTS, the Navy's "SEA" School

HTCS (SW) Andrew Kitzman (Shop 11 LCPO and Shipfitter JQR Skilled Area Coordinator) showing Captain McCrillis (Code 900) the Shipfitter mock-up utilized for NAMTS.

Squadron 31 in Building 1631, where the Boat and Gas Turbine Shops are located. These two shops are entirely run and operated by Sailors. The Gas Turbine Shop (38MH) has 34 Sailors who perform Intermediate-level and Organizational-level work at Pearl Harbor. The shop includes two Gas Turbine Mock-ups: an Allison K-17 engine and an LM2500. This shop also includes 6 workstations with access to technical publications. The Boat Shop (38MB) has 13 Sailors, and its primary mission is to keep all surface ship small rigid hull inflatable boats (RIBS) fully operational. At any given time, there are two to three RIBS in the shop and/or staging area being overhauled or troubleshot for various reasons. There are three workstations available for Sailors.

"The NAMTS program here at the shipyard has expanded and excelled since I arrived in 2019. Working side by side with the NAMTS team and seeing Sailors learning with multiple learning aids for visual representation is an excellent source of COMMITMENT and REPRESENTATION of the Command!

MMC(SW/AW) Elson Espiritu (AC&R Skilled Area Coordinator and Qualifier) giving MM2 Roberts training on the refrigeration system used for undercounter reefer system.

Inside view of BLDG 1744.

The NAMTS program is a prime example of leading and mentoring our current and future Sailors," enthusiastically shared MAT LCPO and NAMTS Air Conditioning & Refrigeration Skilled Area Coordinator MMC (SW/AW) Elson Espiritu.

"I qualified NAMTS Shipfitter and with the detail and on-the-job, hands-on task accomplishment I performed during production throughout the shipyard, I was able to gain skills and knowledge in Intermediate-level repairs. The NAMTS program has given me the opportunity to take what I've learned back to the fleet and repair and maintain the ships more effectively; I'm passing on what I learned to junior Sailors," said HT1 (SW/AW) London D Hunter, Code 920 Leading Petty Officer, Command NAMTS JQR Coordinator.

This little area on Pearl Harbor is hitting all the wickets for the Navy's "SEA" School. Sailors are contributing to increasing fleet readiness, operational availability, afloat repair capability, and improving Sailor promotion and retention. Best of all is the creation of so many self-sufficient Sailors at sea!

(L-R): HT1 (SW/AW) London Hunter, MM2 Sam Murphy, MM1 Quoc Ngyuen. MM2 Murphy and MM1 Ngyuen showing HT1 Hunter the inside and disassembly of a Steam Valve Mock-up.

SWRMC Implements More NAMTS JQRs

Article and photos by Doug Scholl, Regional NAMTS Coordinator

Following a review of the NAMTS skill areas available for Sailors at Southwest Regional Maintenance Center (SWRMC), the decision to implement two additional Job Qualification Requirements (JQR) was made.

The additions were prompted by a review of the course offerings at SWRMC during the annual Commander, Navy Regional Maintenance Center Conference. SWRMC Code 900, Mr. Cunningham, Product Family Managers and SWRMC Regional NAMTS Coordinators reviewed JQRs that were not implemented at the maintenance center. After review and discussion, a decision was made to implement and establish programs for two additional NAMTS JQRs, NAMTS Phalanx Gun and Ammunition Handling System Repair Technician and NAMTS Pump Repair Technician. The NAMTS Corrosion Control Program Technician (CCPT) JQR was already in the process of being implemented after the command assisted in the latest JQR revision during 2020.

MM1(SW) James Anastassiadis shows MM3 Anthony Flores (TAD from ATG) how to properly layout a casing gasket using a template.

The NAMTS CCPT JQR builds skills for Sailors in recognizing and properly classifying current shipboard conditions, how to use the Corrosion Control Information Management System and shipboard surveys conducted by local Regional Maintenance Centers (RMC) and Intermediate Maintenance Activities (IMA). The Sailors are also introduced to current tools and products used in corrosion control measures aboard U.S. Navy ships. HTC (SW) Carla Jordan spearheaded the effort to implement the JQR along with NAMTS NEC holders BM2 Rachel Johnson and GSM1 (SW) Kadia Dixon.

After a revision to the Pump Repair Technician JQR in September 2020, SWRMC Code 942, Outside Machine, was interested in implementing the JQR. Skills had been realigned giving Code 942 the capability to achieve qualifications exceeding the minimum standards required by the JQR. Several Machinist's Mates (MM) who have graduated from the NAMTS Outside Machinist JQR jumped at the chance to complete a secondary JQR. The Outside Machinist and Pump Repair Technician JQRs have many overlapping requirements, specifically in performing alignments. MM2 Tony Marble, MM1 Jude Agyei and MM1 Jeremy Fredell, already familiar with the oral board process from earning prior NECs, completed their final exams and oral boards with confidence and were able to exceed board member expectations. Each of them have been awarded their NAMTS Pump Repair Technician NEC. Additional SWRMC Sailors are standing in the wing and are in the process of completing their exam requirements. SWRMC is looking forward to expanding the NAMTS Pump Repair Technician JQR to Sailors who have earned the NAMTS Gas Turbine (Mechanical) Repair Technician NEC and NAMTS Diesel Engine, Governor, and Injector Repair Technician NECs.

Left to Right: MM1 (SW/AW) Jeremy Fredell, MM1 (SW) Jude Agyei and MM2 (SW) Tony Marble after successful completion of the first Pump Repair oral board after implementing the JQR.

SWRMC Code 942 Outside Machine Shop prepares USS Sterett's (DDG 104) close coupled potable water pump for final assembly. Centrifugal pumps of multiple configurations are routinely brokered to SWRMC for overhaul and refurbishment.

In April 2021, the Manpower Analysis Center, Millington, Tenn., approved the establishment of the NAMTS NEC for Phalanx Gun and Ammunition Handling System Repair. With the announcement of the NEC the source rates of Fire Controlman (FC) and Gunner's Mate (GM) were designated. After coming up to speed on the overall program administration and identification of authorized signers, Code 952 Ordnance enrolled the first four Sailors into the NAMTS Core Fundamentals and have commenced completing process in the NAMTS Phalanx Gun and Ammunition Handling System Repair JQR.

HTC(SW) Carla Jordan reviews types of structural members with BM2 (SW) Rachel Johnson, BM2 (SW) Laquan Deen and BM2 (SW/IW) Connor Heaps before performing a corrosion control structural assessment. Proper identification is critical when entering data into the Corrosion Control Information Management System (CCIMS).

MM2 (SW) Nicholaus Martin performs a bearing final run out on a close coupled potable water pump under the tutelage of MM1 (SW/AW) Patrick Eugino.

Must be Fearless to Fix a Peerless

By Darrell Monroe, NAMTS Afloat Inside Machine Subject Matter Expert

As a Sailor, you've likely come across a machine or two that does not work right or is out of commission. There are several common ways in which we handle this dilemma. Sometimes the equipment is put in layup and placed in inactive equipment maintenance (IEM), where it is often wrapped up in paper and forgotten about. On occasion we find "work arounds" to utilize what we can from the machines so we can at least get some use out of them. Sometimes we just jump right in and fix the equipment and bring it back to full operational status.

Recently, Subject Matter Expert (SME) Darrell Monroe, of the NAMTS Afloat Mentorship Team was approached by a shipboard Machinery Repairman (MR) who asked for some guidance in bringing some of his equipment back to life. The NAMTS program is continuously promoted by the TYCOM to assist ships with over-the-shoulder mentorship and guidance.

MR3 Wei Liu works in the General Workshop aboard USS Spruance (DDG 111) and he had a Peerless power hacksaw that had been in layup for a while. He saw potential in the saw and wanted to make it operational again, but was unsure of what needed to be done. "This power hacksaw has a lot of mechanical moving parts and is not for the faint of heart; you have to be fearless and dedicated to understanding how it works in order to repair one," stated Monroe.

Together, Monroe and MR3 Liu reviewed the hacksaw in detail and identified the problem. The saw's ratcheting mechanism was not functioning properly. One of the ratcheting dogs was not fully lifting, causing the reciprocating arm to lock in the closed position. With some over the shoulder technical assistance from Monroe, MR3 dove in, adjusting the cam linkage and repairing one of the ratcheting dogs, allowing the saw arm to be lifted fully open with no damaging contact of the ratcheting dogs. The power hacksaw was tested and deemed fully operational again, adding another asset to the ship's repair capabilities.

MR3 Wei Liu recognized an issue, determined a course of action, and as the Spruance motto states, he "launched the attack"!

MR3 Wei Liu adjusts the ratcheting dog cam linkage on the Peerless power hacksaw, to allow the saw's reciprocating arm to open freely.

MR3 Wei Liu works to repair some damage to one of the ratcheting dogs, while fixing the Peerless power hacksaw.

MARMC Procures Diesel Engine to Enhance the Learning Experience

By NAMTS Public Affairs

For years, the Mid-Atlantic Regional Maintenance Center (MARMC) Diesel Shop had been interested in implementing the Navy Afloat Maintenance Training Strategy (NAMTS) Diesel Engine Repair Job Qualification Requirements (JQR) and had talked about obtaining a diesel engine to use as a learning aid. MARMC's Regional NAMTS Coordinator, Andrew Porter, and his MARMC colleagues recently revived the idea and were able to take the first steps in making that happen. While NAMTS teaches through production to gain/develop hands-on proficiency while repairing ships, having the diesel training engine is a force multiplier.

In prior attempts, the MARMC Diesel Shop reached out through several avenues to acquire a suitable diesel engine to use as a learning platform for its Sailors. Only recently have they had success. Originally, the shop was looking for an old Detroit 671 diesel engine to be used as a static display trainer because the engine was known for its compact size, maintainability, and most importantly, its simple design. These attributes make the Detroit 671 diesel engine a perfect base level platform for Sailors to learn the fundamentals of diesel maintenance.

Detroit 671 engines are considered obsolete compared to more modern diesel engines and the MARMC team was hoping to find one that could be used as a learning aid to help Sailors who are enrolled in the NAMTS Diesel Engine Technician Job Qualification Requirements (JQR) program. A lead from ENC (SW/EXW) James Elgin, Diesel Shop Leading Chief Petty Officer at Norfolk Naval Shipyard led to the discovery of an engine being housed a few miles away at Assault Craft Unit Two, located on Joint Expeditionary Base (JEB) Little Creek-Fort Story.

Assault Craft Unit Two had a Detroit 12V71 diesel engine that was originally utilized by the Army's Diesel Training Program at Fort Eustis. The command no longer needed the engine

The Detroit 12V71 and transmission being delivered to MARMC on a flatbed on July 27, 2021. (Photo by Andrew Porter.)

EN1(SW) Dallon Horman inspects three Detroit 12V71 diesel engines stored in a container at ACU2, still wrapped in cellophane from U.S. Army base Fort Eustis. Used as diesel repair trainers for the U.S. Army, the engines came complete with a steel frame engine stand, blowers, transmission, and expansion tanks. (Photo by Andrew Porter.)

and offered to transfer it to MARMC using a DD Form 1149 Requisition and Invoice Document.

Assault Craft Unit Two and MARMC partnered to ensure that the 3,400-pound engine was safely delivered. MARMC now has the capability to train Sailors on diesel engines through the NAMTS Diesel Engine Technician JQR, and has fully implemented the training JQR and begun enrollments. With a diesel engine in place, the shop will be capable of providing actual hands-on knowledge of a diesel engine in a safe, closed environment before the Sailors are tasked with real world maintenance and production on the waterfront.

"The biggest advantage of the Navy Afloat Maintenance Training Strategy program is that participating Sailors have the ability to get their hands dirty working on equipment either through real world production or with in-shop mockups to simulate maintenance techniques," said Mr. Daniel Spagone, Director of Intermediate-Level Maintenance, Code 900 at Commander, Navy Regional Maintenance Center. "Many of the NAMTS training shops at MARMC use different types of aides to help build confidence in how certain pieces of equipment work and develop greater competency for real world maintenance applications. The use of training aids gets our Sailors more sets and reps to develop skills." he added.

"Working on an engine is complex and requires in-depth knowledge of its parts and components," stated MARMC Regional NAMTS Coordinator, Andrew Porter. "Being able to physically show a Sailor how to remove a camshaft, for example, and demonstrate how it functions with the cylinder valves is a much better way of teaching diesel engine fundamentals as opposed to reading about it or watching it on a computer screen. Sailors who roll up their sleeves and dive into mainte-

MARMC Procures Diesel Engine to Enhance the Learning Experience

nance exemplify what it means to be NAMTS qualified."

This is the second significant procurement project with which Porter has been involved as MARMC's Regional NAMTS Coordinator. In November 2018, he worked with the Norfolk Naval Shipyard's Diesel Shop to obtain a Navy standard 7-meter Rigid Hull Inflatable Boat (RIB) from Naval Surface Warfare Center, Combat Craft Division (NSWC-CCD). The RIB's delivery and use as a NAMTS instructional tool has been a great benefit to the Norfolk Naval Shipyard Diesel Shop to demonstrate small boat diesel maintenance.

MARMC Diesel Shop personnel admire their new Detroit 12V71 diesel engine for training. Top row left to right: Mr. George Tellefsen, EN2(SW) Jose Gonzalez, Mr. Erich Vanaman, EN1(SW) Rodney Ruth, EN1(SW/EXW) Pierre Warrenausby, ENCS(SW) Travis Steed, ENCS(SW/AW) Blake Morton, EN1(SW) Max Groneman, Mr. Ash Horn. Bottom row left to right: EN2(SW/AW) Anh Ta, EN2 (SW) Kilafwa Aliksa, Mr. Andrew Porter, Regional NAMTS Coordinator. (Photo by Felicia Reid.)

Valve Test Stands

By Mike Dengate, NAMTS Afloat Outside Machine (Valve/Pump Repair) SME

The valve test stand is a critical component in the valve repair process. Whether a valve is repaired or purchased through the Naval Supply Systems Command (NAVSUP), the valve will need to be pressure tested or pop tested on a valve test stand. Valve test stands can also be used to conduct hydrostatic tests on shipboard piping, overhauled pumps, and fire hoses if a portable pump is not available. A critical piece of equipment, it is imperative that each valve test stand be maintained and remain operational, and that shipboard personnel are properly trained in its use. Valve test stands are in valve shops aboard most classes of ships including CVNs, LHDs, LHAs, LPDs, ASs, and LSDs 49-52.

There are two original equipment manufacturers (OEM) for the valve test stands found aboard U.S Navy ships; they are Barbee Valve and Supply Inc. and Dunn Valve Testers, Inc. Barbee manufactures Models H-5000-S, rated at 5,000 pounds per square inch (PSI), and the HP-6000-TR, rated at 6,000 PSI. Dunn manufactures Model 006 which is rated at 6,000 PSI.

The NAMTS Afloat Outside Machine subject matter experts (SME) provide over-the-shoulder technical assistance and mentoring to Sailors in the maintenance, operation, and repair of the equipment. Through the NAMTS Program, Sailors learn how to operate and conduct routine preventive and repair maintenance on the valve test stand. Sailors can participate in NAMTS at various shore maintenance activities, but they can also participate aboard many afloat units. For commands that have NAMTS aboard their activities, the NAMTS Afloat Mentors are standing by to provide over-the-shoulder mentorship assistance to Sailors completing hands on work aboard their nits. The mentors assist Sailors every step of the way on numerous NAMTS JQRs, including the NAMTS Valve Repair Technician JQR. For afloat Sailors who enroll in the NAMTS Valve Repair Technician program, the Sailors will receive the NAMTS Valve Repair Technician Navy Enlisted Classification (NEC) once they have completed all Job Qualification Requirements (JQR).

Barbee valve test stand Model HP-6000 TR.

Valve Test Stands

Dunn Model 006 Flange Test Bench aboard USS Kearsarge (LHD 3) (Photo by Jon BonetSepulveda.)

Inset photo below courtesy of Dunn's Valve Tester's, Inc.

When requested, the NAMTS Afloat Outside Machine Mentor will assess the valve test stand and provide a list of findings to ship's force. They NAMTS Mentors will also provide administrative assistance with Planned Maintenance System (PMS) Feedback Report writing, Maintenance Action Form (OPNAV 4790/2K) writing, Configuration Change Form (OPNAV 4790/CK) writing, and Supplemental Form (OPNAV 4790/2L) writing. In addition, NAMTS SMEs provide further administrative assistance for researching Allowance Parts List (APL), Allowance Equipage List (AEL), and National Stock Number (NSN) research for identifying repair parts.

The most common findings NAMTS SMEs assist Sailors with are as follows: hydraulic fluid leaks on piping fittings, or deteriorated seals in the hydraulic RAM cylinder. The hydraulic RAM cylinder piston O-rings and wipers leak due to lack of use/remaining idle for long periods of time. The shelf life of the O-rings and wipers are approximately 10 years. It is vitally important to operate the valve test stand on a regular basis to extend the life of all O-rings and wipers.

Another common finding is air and water leaks coming from fittings. Regulators for the hydraulic and hydrostatic pumps are jammed in the clockwise position, which damages the internal parts and cause the regulator to stop regulating or no longer regulates due to a bad diaphragm.

The most common discrepancies are as follows:

Barbee valve test stand Model H-5000-S. (Image courtesy of Barbee Engineered Testing Systems.)

- Inlet and drain valves handwheels or handle missing
- Gauges out of calibration.
- Valve packing glands leaking or out of adjustment
- Critical pressure gauges missing or out of calibration
- Non-vital water, air and hydraulic pressure gauges missing No Calibration Required (NCR) sticker
- Deformed or missing test stand clamp down arms, shims or shims set screws
- Missing or inoperable (out of adjustment) Snubbers (gauge pressure limiting valve)

The snubber is vital because it prevents the gauge needle from exceeding its maximum pressure. Which can cause the pressure gauge needle to get stuck or catastrophic damage to bourdon tube and internals. The most common problem with valve snubbers is a badly deteriorated O-ring.

The purchase price of repair parts varies. A hydraulic RAM cylinder repair parts kit may cost about $35, and a new pump regulator may cost $250. The amount of time to repair a Valve Test Stand depends on the number of discrepancies found and can take a couple of weeks or a couple of months.

To date, the East and West coast NAMTS Afloat Mentors have provided over-the-shoulder valve test stand technical assistance, mentoring, and logistical assistance aboard the following ships:

- USS Gerald R. Ford (CVN78)
- USS Dwight D. Eisenhower (CVN 69)
- USS Tripoli (LHA 7)
- USS Essex (LHD 2)
- USS Kearsarge (LHD 3)
- USS Boxer (LHD 4)
- USS Bataan (LHD 5)
- USS Iwo Jima (LHD 7)
- USS San Antonio (LPD 17)
- USS Mesa Verde (LPD 19)
- USS Arlington (LPD 24)
- USS John P. Murtha (LPD 25)
- USS Carter Hall (LSD 50)

The NAMTS SME's over-the-shoulder technical assistance was instrumental in repairing Valve Test Stands aboard USS Iwo Jima (LHD 7), USS San Antonio (LPD 17), and USS Carter Hall (LSD 50) prior to their deployments.

In accordance with most ships' configuration, the Navy purposely installed Valve Test Stands to maintain cost-efficiency, self-sufficiency, and sustainability. Valve test stand are extremely under-utilized and under maintained. Ships with Valve Test Stands that are inoperable or operating at reduced capabilities can benefit from the NAMTS Afloat Mentors who can provide over-the-shoulder technical assistance and mentoring to all Sailors in understanding, maintaining, operating, and repairing this vital equipment. For further information, the NAMTS points of contact are listed at the end of this newsletter.

HP-6000-RV Series High Pressure Relief Valve Tester. (Image courtesy of Barbee Engineered Testing Systems.)

PMI and the Calibration Program

Article by Rick Smith, Afloat NAMTS Inside Machine SME

Precision measurement instruments (PMI) are important to the fleet because they help ensure that measurements made on Navy systems or weapons are accurate and meet the Navy's needs. Through mentoring and using real production opportunities, Sailors are learning skills needed to become even better maintainers. On any given day, the fleet might be working on pump, and turbine overhauls, valve installations and operational tests in the shop or onboard ships, requiring effective management and calibration of PMI. The NAMTS program bolsters the knowledge of metrological programs, standards and calibrations requirements via individual rating Job Qualification Requirements (JQR), producing maintainers capable of precision measurement skills with properly maintained instruments.

Ship's Force is responsible for the calibration of instrumentation within their Fleet Calibration Activities (FCA) capabilities, continually checking instrumentation for expired calibration dates. Onboard Calibration Coordinators are responsible for adding the calibration data into the type commanders' (TYCOM) directed recall program. The METBENCH Calibration Management System (MCMS) is an automated metrology bench-top system that provides instrument calibration management tools, as well as automated, semi-automated and manual calibration procedures for Test, Measurement and Diagnostic Equipment (TMDE), including installed shipboard instruments and general purpose test equipment. MCMS is a browser-based application designed to manage the overall Navy calibration process; including assets, job assignments, recall tracking, reporting and results capturing.

ARABIAN GULF (Aug. 9, 2017) U.S. Navy Machinery Repairman 3rd Class Nicolas Affum, from Bronx, N.Y., measures a metal pipe aboard the aircraft carrier USS Nimitz (CVN 68), Aug. 9, 2017, in the Arabian Gulf. Nimitz is deployed in the U.S. 5th Fleet area of operations in support of Operation Inherent Resolve. While in this region, the ship and strike group are conducting maritime security operations to reassure allies and partners, preserve freedom of navigation, and maintain the free flow of commerce. (U.S. Navy photo by Mass Communication Specialist Seaman Kennishah J. Maddux)

Precision measuring instruments stored for quick reference and accuracy protection measures. (Photo by Rick Smith.)

How it all begins: NAVSEA technical authority. Naval Surface Warfare Center (NSWC) Corona Division is the Technical Warrant Holder (TWH) Engineering Agent (EA) for metrology and calibration. NSWC Corona performs acceptance tests for new equipment for induction into the Metrology and Calibration (METCAL) Program, sets and modifies calibration intervals for non-installed TMDE and publishes metrology-associated documents such as the Naval Calibration Activity List and the Metrology Requirements List.

In accordance with the Joint Fleet Maintenance Manual (JFMM), revision D, Vol VI, tracking calibration activity via the MCMS system is divided into three inventories of calibrated equipment. Those inventories include the "E" inventory which is for all mechanical and electronic sub-category (SCAT) coded equipment. The "S" inventory includes all installed instrumentation identified by CAL = Y in the appropriate Calibration Requirements List (CRL), and the "P" inventory is all portable non-SCAT coded test equipment, including torque wrenches, micrometers, etc. Additionally, this equipment will be assigned as Cal Activity 1, 2, or 3.

- Cal Activity 1 includes all stand-alone instruments calibrated by ship's Field Calibration Activity, typically gauges, thermometers, and switches.
- Cal Activity 2 includes all instruments calibrated at or by the Intermediate Maintenance Activity Shipboard Installed Instrumentation and Machinery Systems Calibration (IMA/SISCAL). All portable electronic and mechanical test equipment.
- Cal Activity 3 includes all test, measuring and diagnostic equipment (TMDE) which must be removed from the activity and submitted to the Regional Calibration Center (RCC) with the unique calibration standards and facilities required to accomplish the calibration. Typically, fleet assets perform well in Categories 1 and 2, whereas Category 3 Precision Measuring Instruments encounter difficulties in instrument management and accountability.

PMI and the Calibration Program

Precision measuring instruments stored in a protective environment. (Photo by Rick Smith.)

Tracking difficulties. JFMM, Rev (D), Vol VI, section 9.3.1 (c)(d) states that all calibration is conducted at the lowest level of calibration feasible. Ship's Gauge Calibration Coordinators are responsible for ensuring departmental CRL data is aligned with the ship's configuration and ensures that instrumentation identified in TYCOM inventories match shipboard systems, nomenclature and periodicities. Instrument dates should match the due date located on the test instrument's calibration sticker. The test instrument will not be considered out of calibration until it exceeds PMS periodicity. Chief Petty Officer's are commonly assigned as onboard Command Gauge Calibration Coordinators, with junior Petty Officers assigned as departmental calibration representatives, many of whom have not attended a required Calibration Course. Ensuing tracking of precision gear is then jeopardized due to unknown instrument requirements. Additionally, shipboard inspection events such as Aegis Light Off (ALO), Light-off Assessment (LOA), Aviation Certification (AVCERT), Readiness Evaluation Six (RE6) and Total Shipboard Readiness Assessment (TSRA) discover expired or missing precision measuring instruments that should have been discovered before the event. Per the JFMM, Rev (D), Vol. VI, section 9.2.5.a, the goal for calibration readiness is 85 percent.

Calibration submission process. JFMM, Rev. D, Vol VI, section 9.3.1 (q) requires to submit pre-deployment calibration requirements to the RMC METCAL Coordinator at least 60 days prior to deployment. Conduct an inventory of all TMDE to confirm material condition and calibration due dates.

CTRA Program Requirement. JFMM, Rev. D, Vol VI, section 9.6.5, defines the Consolidated Test, Measurement and Diagnostic Equipment Readiness Assessment Program (CTRA). The CTRA Program is a joint fleet program that improves fleet and shore command non-aviation TMDE readiness. The CTRA Program also includes the receipt, staging and redistribution of Fleet excess electronic test equipment, mechanical test equipment and calibration standards used to replace equipment that is missing or beyond economical repair. TYCOM METCAL Program Managers are responsible for scheduling a CTRA during ship Fleet Readiness Training Plan or Integrated Logistics Overhaul and every 18 months.

Monthly messages from TYCOMs. Both TYCOMs (SURFPAC & SURFLANT) release a monthly Bravo Zulu message for activities who maintain at least 90 percent on their E and S inventories. Historically the readiness of the P inventories are not as high as E and S inventories, leaving room for improvement in management and tracking efforts. Common calibration assessment findings with the P inventory is work center loss of control of their portable TMDE. Tooling is stored in various areas throughout the ship and quite often is forgotten. When it comes time to have instruments calibrated, personnel can not locate them, and they languish on the P inventory and show up as overdue. Eventually, when the instruments are located, it's overdue, and delivered for calibration. History at METCAL centers has even shown delivery of tooling a day or two before the unit deploys, resulting in a loss of useable precision instruments for self sustainability.

End Result. Shipboard TMDE program health is not as healthy as one might have originally thought. Often times portable measuring equipment is found out of calibration, improperly stored, missing calibration data, or not accounted for at all. The MCMS system is effectively capturing this data, but sometimes this vital information gets overlooked. Fortunately, the NAMTS Afloat Mentorship program is helping to discover and working to correct these findings.

Such discoveries occur during NAMTS Core Fundamental mentorship. Often times, command gage calibration Petty Officers locate and correct instrument shortfalls and complete annual calibration efforts. The loss of accuracy in precision gear, can ultimately result in severe damage to operating systems, mission degradation, and eventual personal injury. These situations are avoidable but require commitment and diligence in adhering to calibration program requirements. Critical instruments require consistent oversight of calibration due dates, storage procedures, and overall equipment management.

NAMTS Afloat mentorship opportunities are consistently helping our fleet progress towards self-sufficiency.

MARMC Provides NAMTS to Sailors Aboard USS Huê City (CG 66)

By Andrew Porter, MARMC Regional NAMTS Coordinator

Since early 2021, Sailors assigned to USS Hué City (CG 66) have been assigned temporary duty to Mid-Atlantic Regional Maintenance Center (MARMC) to participate in the Navy Afloat Maintenance Training Strategy (NAMTS) program.

Hué City is one of seven cruisers currently participating in the Cruiser Modernization Program that was enacted in 2015 to revamp mission capabilities, strengthen the superstructure, and improve mechanical and electrical components. These modifications will prepare the ship for many more years of service defending American interests around the world. The 35 to 40 Sailors typically assigned as the cruiser "care-taker crew" maintain the ship and prepare it to enter the yards for an extended duration overhaul. In addition to supporting watch standing, pre-overhaul check points, preservation, and sister-ship restoration milestones, these Sailors pursue other advanced qualifications, which include NAMTS.

For CDR Ethan Reber, Commanding Officer of Hué City, this modernization was more than just improvements to the physical ship. He recognized that a great opportunity was available through NAMTS to improve his crew's maintenance intelligence and make them better technicians. "I wanted to invest in my Sailors and foster an environment of career development," when asked why he supports the NAMTS program. "For me it's a win-win scenario," CDR Reber continued, "the NAMTS program is tremendously valuable to the Navy and its maintenance capability; plus, it allows my Sailors to build professional contacts, improve their level of knowledge, and break the monotony of the shipyard."

In the short time Hué City has been involved with the NAMTS program, the knowledge and hands-on skills Hué City Sailors attained have proven extremely beneficial. Specifically:

- OS2 (SW) Richard Baker earned his NAMTS Watertight Closure Maintenance NEC in May 2021 and returned to the ship to assist the Damage Control team in repairing several watertight doors throughout the ship.
- EM2 (SW) Kaifeng Cheng, since earning his NAMTS Outside Electrical NEC in June 2021, has been requested by name aboard USS Gettysburg (CG 64), USS Normandy (CG 60), and USS Philippine Sea (CG 58) to work on galley equipment, motor controllers, switch boards, and general electrical issues. Additionally, his NAMTS-enabled waterfront contributions played a key role in his recent competitive meritorious advancement by NAVSEA (SEA 21) to Petty Officer Second Class.
- GSE2 (SW) Santiago Sepulvedasanchez earned his NAMTS Gas Turbine Electrical Repair NEC in June 2021, and has departed from the Navy for a lucrative opportunity at a gas turbine power plant in Connecticut.
- GSM2(SW/AW) Kyle Ahlers has earned three NAMTS qualifications since first enrolling in February 2021; NAMTS Valve Repair Technician, NAMTS Pump Repair Technician, and NAMTS Heat Exchanger Repair Technician.

To further encourage his Sailors to participate in NAMTS through MARMC, CDR Reber implemented a policy to reward Sailors who went on to earn multiple NAMTS qualifications; a Flag Letter of Commendation (FLOC) for earning two NAMTS NECs and a Navy and Marine Corp Achievement Medal (NAM) for earning three. "It costs the CO nothing to reward Sailors for great performance and using that authority to recognize achievement is one of the best parts of my job," stated CDR Reber when asked about this policy.

The NAMTS program at MARMC is open to Sailors from outside of the command on a case-by-case basis. Dedication and commitment to the work required to complete a NAMTS qualification is a must for Sailors participating in NAMTS. "Eight of our Sailors have graduated from NAMTS since January (2021), two of whom have completed two or more NAMTS NECs and 38% of assigned E-6 and below hold at least one NAMTS NEC," said Reber.

To date, the following Sailors from Hué City have successfully completed all requirements and have been awarded a NAMTS NEC:

- GSM2 (SW) Kyle Ahlers: NAMTS Valve Repair Technician, NAMTS Pump Repair Technician, and NAMTS Heat Exchanger Repair Technician
- GSM2 Hannah Guymon: NAMTS Gas Turbine Repair Technician
- OS2 (SW) Richard Baker: NAMTS Watertight Closure Maintenance Technician, NAMTS Rigger/Weight Tester
- GSE2 (SW) Santiago Sepulvedasanchez: NAMTS Gas Turbine Electrical Repair Technician
- GSM2 Brian Collins: NAMTS Pump Repair Technician
- HT1(SW) Meladina Thomas: NAMTS Shipfitter
- FC2 (SW) Daralynne Smith: NAMTS Phalanx Gun and Ammunition Handling System Repair Technician
- EM3 (SW) Kaifeng Cheng: NAMTS Outside Electrical Repair Technician

"Talent development prepares a Sailor to return to the fleet with improved skills, greater self-confidence, increased self-sufficiency, and a return of investment for the command," added Reber.

USS Hue City (CG 66) Commanding Officer, CDR Reder, awarded four Sailors with their NAMTS certificates on September 13, 2021. Hue City has enthusiastically taken advantage of the training opportunities provided by Mid-Atlantic Regional Maintenance Center (MARMC) and its NAMTS program. From left: Mr. Andrew Porter, Mrs. Felicia Reid, GSM2 Brian Collins, HT1 (SW) Meladina Thomas, GSM2 Hannah Guymon, FC2 (SW) Daralynne Smith, and CDR Ethan Reber. (Photo by GM2 (SW) Johnny Hoyos.)

Everett Establishes NAMTS Watertight Closure and Corrosion Control Programs

By Kirk Jeppson, Regional NAMTS Coordinator

At Puget Sound Naval Shipyard & Intermediate Maintenance Facility (PSNS & IMF) Detachment Everett, one of the Navy Afloat Maintenance Training Strategy (NAMTS) skill areas in which Sailors learn is watertight closure maintenance. Upon completion of the NAMTS Job Qualification Requirements (JQR), Sailors have the opportunity to earn the Watertight Closure Maintenance Technician Navy Enlisted Classification (NEC) 835A, through the passing of an exam and oral board. After having gone through that process, DC2 (SW) Tao Tian from IMF Everett said, "perfecting your craft can save lives and ships! PSNS & IMF Detachment Everett has taught me a lot about my rating."

Watertight integrity ensures that our ships have buoyancy and stability. Watertight doors and hatches function to establish watertight integrity for naval vessels. Poorly maintained doors or hatches may seem like an insignificant issue, but when a casualty occurs, a properly operating watertight door can save a Sailor's life.

PSNS & IMF Detachment Everett is proud to have implemented a Watertight Door (WTD) inspection program to ensure each WTD is regularly inspected and maintained. Steps taken by the Watertight Closure Maintenance Technician inspection include checking the following: straightness of damaged components, permanent set in gasket, cracks in the gasket, gaps at gasket joints, paint, rust or foreign material, knife-edges, working parts, binding, and loose or excessively tight dogs.

PSNS & IMF Detachment Everett's own DC2 (SW) Garrett Knight stated, "I have learned a lot here at PSNS & IMF Detachment Everett which has given me confidence in my ability to operate at a high level!" While all crew members should be made familiar with operations of the watertight doors, aboard their command, the NAMTS Watertight Closure Maintenance Technician is the expert.

Another important part of ship maintenance is Corrosion Control. Sailors who enroll into the NAMTS Corrosion Control Program Technician (CCPT) JQR end up saving the Navy in

DC2 (SW) Garrett Knight is working on Nomex false decking. Nomex is utilized for a heat transfer barrier between electronic equipment and the steel decking as well as heat transfer from

DC2 (SW) Tao Tian is starting watertight door maintenance as he pulls the old gasket from the frame of the watertight door. This is one of the first steps in door maintenance and inspection.

future repairs. A NAMTS CCPT inspects tanks, voids, piping, and structures. Their responsibilities include assessing the physical conditions of pipes used to carry water, gas, liquids, and bilges. Abrasive blasting, chemical removal and or hand power tool cleaning they focus on the proper surface preparation before applying protective coatings. The ability to correctly identify metals and use metal identification codes from federal, military, and commercial specifications is necessary to complete routine repairs and fabrication.

The NAMTS CCPT program is new to PSNS & IMF Detachment Everett. One of the first Sailors to enroll in the JQR, BM2 (SW/AW) Eric Hunt, said, "I consider myself to be extremely lucky to be stationed at an RMC (Regional Maintenance Center), where I can practice my craft, gaining valuable knowledge which I intend to bring back to the fleet and better my in-rate knowledge."

PSNS & IMF Detachment Everett is proud to have implemented these two JQRs and looks forward to passing on the knowledge to its Sailors.

Safety brief by Shop 71 SME Juan Salazar to BM2 (SW/AW) Eric Hunt in preparation of blasting in the sand blasting booth.

Shop 71 SME Juan Salazar giving the final "ok" to BM2 (SW/AW) Eric Hunt to start sand blasting a flight deck net frame.

TRF Bangor Welcomes First Machinery Repairmen in Over a Decade

By Jesse Chapman, Regional NAMTS Coordinator

Trident Refit Facility, Bangor (TRFB), finally welcomed its first Machinery Repairmen (MR) in over a decade in September 2021.

The MR rating was established in 1948 as a merger of the Shop Machinist and Outside Machinist rates. MRs are machine tool operators whose primary job is to utilize machine tools to create repair parts for various systems throughout the United States Navy. After a Sailor completes their initial Recruit Training, they attend the Engineering Common Core and MR "A" School for eighteen weeks in Great Lakes, Ill.

The arrival of MR1 Marcus Flake, MR2 David Flowers, and MR2 John Jones enabled Trident Refit Facility Bangor (TRFB) to finally implement the Navy Afloat Maintenance Training Strategy (NAMTS) Inside Machinist Job Qualification Requirement (JQR). According to the Machine Shop Work Lead here at TRFB, Mr. Joseph Trevino, "MRs affect the workflow in the shop by working the non-urgent jobs, preventing them from piling up, and are a huge help to our machine shop because a majority of our work is last minute, urgent, and possibly checks off the "never-done-before" box, too. These jobs take up a lot of our capacity as far as working numerous jobs simultaneously. The Sailors prevent our shop from becoming backlogged in non-urgent work, which can become urgent if not completed soon enough. The MRs get a chance to polish and hone their machining skills while learning new methods of machining. They receive training from journeyman and master machinists while simultaneously helping TRFB complete our mission of readiness."

Thanks to MR1's previous hard work, TRFB now has a qualified subject matter expert to provide guidance and mentorship to the other MRs at the command. While assigned to Mid-Atlantic Regional Maintenance Center (MARMC) in Norfolk, Va., MR1 Flake completed the NAMTS Inside Machinist JQR and received the NAMTS Navy Enlisted Classification (NEC) Code. MR1 Flake was the only Sailor to advance to MR1 during the September 2020 advancement cycle.

"Transferring from USS Harry S. Truman (CVN 75), I learned

MR2 John Jones works Sea Screen fixture on a Metal Lathe under the supervision of Mr. Christopher Griffiths on August 26, 2021. (Photo by Sandy Hinz.)

a lot about machining. Upon my arrival onboard MARMC, I was fortunate to have great teachers such as MRC (SW) Gilbert Rios, MRC (SW/AW) Michael Bade, MR1 (SW) Anthony Urbanski, MR1 (SW) Justin Bacon, and MR1 (SW) John Roberts. When I started on the NAMTS Inside Machinist JQR, I learned a lot more than I expected. The training I received while there helped me tremendously for the advancement exam and made me a better machinist," MR1 Flake said of his NAMTS experience.

MR1's skill, coupled with that of the civilian workforce, allows TRFB to develop their Sailors in the Inside Machinist skillset. In turn, this enables TRFB to increase the self-repair capabilities of ships throughout the fleet and build our future workforce.

"I feel with the right guidance and mentorship, NAMTS can be a beneficial program as it introduces new ways to ways to solve problems. As a machinist, your worst enemy when dealing with a complex job is a lack of looking at it from different perspectives. The NAMTS program can and should be utilized as an enhanced tool, not just something people get to check in the box and another number. I hope that they [MR2 Jones and MR2 Flowers] will learn more skills while machining, how to use the different machines in the shop, and be more confident in themselves as machinists. You always strive to become more knowledgeable and a better machinist. I think that this will help them out when they get to their next sea command. Most of the time, as a junior MR, you will be one of very few onboard. Unless stationed on a sub-tender or a carrier, when you pick up MR1, you are usually the lead machinist. You will be responsible for guiding your subordinated and other engineers and making sure that you can do whatever work comes along," said MR1 Flake.

MR2 Flowers and MR2 Jones are currently on track to become the first Sailors to qualify as NAMTS Inside Machinists at TRFB. This JQR is established at other NAMTS locations such as MARMC and is an exciting addition to the capabilities at TRFB.

Sailors in the Spotlight: MR1 (SW) Charles Berend & EM1 (SW) Winston Trinidad

By Andrew Porter, Regional NAMTS Coordinator

All Sailors take their military training seriously but some go above and beyond what is required of them to better themselves and their career prospects. This is exemplified through an incredible achievement by MARMC Sailors MM1 (SW) Charles Berend and EM1 (SW/AW) Winston Trinidad. Both have completed an unprecedented number of six NAMTS Navy Enlisted Classification (NEC) qualifications during a single shore tour at MARMC.

MM1(SW) Charles Berend

NAMTS Valve Repair Technician – April 2019
NAMTS Pump Repair Technician – November 2019
NAMTS Rigger/Weight Tester – May 2020
NAMTS Heat Exchanger Repair Technician – May 2020
NAMTS Outside Machinist – November 2020
NAMTS Air Conditioning & Refrigeration Technician – May 2021

EM1 (SW) Winston Trinidad

NAMTS Outside Electrical Repair Technician – August 2019
NAMTS Valve Repair Technician – December 2019
NAMTS Watertight Closure Maintenance Technician – February 2020
NAMTS Gas Turbine Electrical Repair Technician – May 2020
NAMTS Heat Exchanger Repair Technician – November 2020
NAMTS Rigger/Weight Tester – September 2021

Not only does NAMTS provide Sailors an avenue to learn their primary skills for their everyday jobs, but they also have opportunities to expand their level of knowledge to less familiar areas. With NAMTS hands-on tasking accomplishment through actual production work as the primary means of educating Sailors, NAMTS is the perfect platform to utilize as Sailors build their maintenance skills portfolio and develop the confidence and competence required to be greater assets to the Navy. Congratulations and job well done!

L-R: MR1 (SW) Charles Berend and EM1 (SW) Winston Trinidad. (Photo by Andrew Porter.)

By Andrew Porter, Regional NAMTS Coordinator

The NAMTS program at Norfolk Naval Shipyard (NNSY) has always had the unique challenge of managing Sailors over a wide range of locations in the Norfolk, Va. area. With Sailors located at Naval Station Norfolk, Va. and the shipyard in Portsmouth, Va., it becomes increasingly important to have reliable leadership at both locations to help manage NAMTS priorities. One such leader is MM1 (SW/AW) Leary Williams, Jr., who is the designated Assistant Command NAMTS JQR Coordinator for NNSY Fleet Maintenance Shops (FMS). His support and dedication to the program has been integral to the record number of NAMTS graduates NNSY continues to produce over the last two years.

Born in Kingston, Jamaica, Williams' family came to the United States when he was seven years-old. He graduated from Poughkeepsie High School, and after attending Duchess Community College, he joined the Navy in 2013. Williams' first duty assignment was aboard USS Oscar Austin (DDG 79), where he completed two independent deployments while performing duties such as Leading Petty Officer, Quality Assurance Inspector, Engineering Training Team Member, Engineering Duty Officer, and Engineering Officer of the Watch. His knowledge and expertise significantly improved the material condition of the potable water system, chill water system, and other auxiliary safety systems.

Upon transfer to NNSY in August 2019, he was promoted to Machinist Mate First Class and was introduced to the NAMTS program for the first time. While assigned to the NNSY Pump Repair Shop, he completed the NAMTS Pump Repair Technician JQR in September 2020, and quickly assumed the responsibilities as a Command NAMTS JQR Coordinator. "NAMTS has provided me an avenue to not only better myself, but to have an impact on my fellow shipmates," stated Williams when asked his opinion of the NAMTS program at NNSY. "I've always enjoyed learning something new and through the NAMTS program I improved my troubleshooting skills while also passing knowledge on to others so our efforts can help make the Navy a more self-sustaining force."

MM1 Williams is currently enrolled in the NAMTS Hydraulics Repair Technician JQR and is working toward earning his Bachelor's degree in Mechanical Engineering from East Coast Polytechnic Institute (ECPI) University. Through his example, he has inspired other Sailors to begin working on their NAMTS qualifications as well. He is a major part of the NNSY NAMTS program and a driving force behind its success.

Sailors in the Spotlight: MM1(SW/AW) Yolanda Kurniawan and MM2 (SW) David Lanum

Article and photo by Andrew Porter, Regional NAMTS Coordinator

The NAMTS program at Mid-Atlantic Regional Maintenance Center (MARMC) would not be what it is today without the dedicated support of subject matter experts who are charged with mentoring and assisting Sailors participating in the program. These individuals, who may be civilian or military, are designated as NAMTS Job Qualification Requirements (JQR) Qualifiers and allow Sailors to learn from a wide range of experts in an effort to fully grasp the concepts of the skill area in which they are enrolled. One such MARMC JQR Qualifier is MM1 (SW/AW) Yolanda Kurniawan from the command's Valve Repair Shop.

MM1 Kurniawan is from Hanford, Calif. and graduated from Bakersfield High School in June 2011. After graduation, MM1 Kurniawan enlisted in the Navy and completed Machinist Mate (MM) "A" School shortly before being stationed aboard USS Iwo Jima (LHD 7) in 2013. While aboard Iwo Jima, MM1 Kurniawan learned about the NAMTS program and decided to enroll. By February 2017, she successfully completed the requirements necessary to earn her first NAMTS Navy Enlisted Classification (NEC) as a NAMTS Pump Repair Technician.

MM1 Kurniawan arrived at MARMC in March 2019 and started work in the Valve Repair Shop. From there she enrolled in her second NAMTS qualification and earned her NAMTS Valve Repair NEC shortly thereafter. Her dedication to the NAMTS program took a more direct turn when she became a designated command qualifier for the NAMTS program. "I wanted to help my shipmates learn what it takes to be a good valve repair technician," stated MM1 Kurniawan when asked why she became a NAMTS Qualifier. "Recognizing how to do the job right and having the skills and confidence to do the work is the first thing any maintenance technician should do."

MM1 Kurniawan has since earned additional NAMTS NECs including NAMTS Heat Exchanger Repair Technician and NAMTS Outside Machinist, taking her total NAMTS NEC count to four. She is currently enrolled in NAMTS Rigger/Weight Tester and was recently awarded a Flag Letter of Commendation (FLOC) from Rear Adm. Ver Hage (Commander, Navy Regional Maintenance Center) for her accomplishments.

"NAMTS is a useful training tool for expanding in-rate training that may be difficult to obtain while onboard the ship," said MM1 Kurniawan when asked her opinion of the NAMTS program. "NAMTS helps develop a Sailors into a more well-rounded technician by providing them hasn-on experience in other areas that may not be as familiar to them," she added.

MM1(SW/AW) Yolanda Kurniawan from Mid-Atlantic Regional Maintenance Center (MARMC) has earned four total NAMTS Navy Enlisted Classifications (NEC): NAMTS Pump Repair Technician, NAMTS Valve Repair Technician, NAMTS Heat Exchanger Repair Technician, and NAMTS Outside Machinist. She is currently working on her fifth NAMTS qualification in NAMTS Rigger/Weight Tester and is a NAMTS Qualifier and Skill Area Coordinator for Valve Repair.

By Jesse Chapman, Regional NAMTS Coordinator

MM2 (SW) David Lanum, a native of Plattsmouth, Neb., checked onboard Trident Refit Facility, Bangor (TRFB) in October 2018. A hard-charger, he has excelled in the Navy Afloat Maintenance Training Strategy (NAMTS) program as both an enrollee and the Command NAMTS Job Qualification Requirements (JQR) Coordinator for the Air Conditioning & Refrigeration shop.

On Friday, August 13, 2021, Lanum completed his fourth NAMTS JQR in valve repair. He finished just one week before checking out of TRFB to move to his next duty station.

Through his hard work and motivation, MM2 Lanum completed qualifications for the NAMTS Air Conditioning & Refrigeration Technician, NAMTS Heat Exchanger Repair Technician, NAMTS Hydraulics Repair Technician, and NAMTS Valve Repair Technician, taking a brief hiatus to complete the relatively new NAMTS Core Fundamentals JQR.

As the Command NAMTS JQR Coordinator for his shop and as a member of the Auxiliary Security Force, Lanum consistently found the motivation and drive to continue working on every JQR he could get his hands on while simultaneously motivating his peers and subordinates to do the same. His involvement and driven attitude resulted in over six TRFB Sailors completing the Air Conditioning and Refrigeration JQR and five TRFB Sailors completing the Heat Exchanger JQR.

"This program allowed me to get involved with different systems and components, giving me hands-on learning experience and improving my knowledge," said Lanum. "These skills will help both myself and my future commands. The level of knowledge of my civilian co-workers helped me to improve myself and be a greater asset to the Navy," he added.

Before his assignment at TRFB, Lanum served aboard USS Iwo Jima (LHD 7), where he completed the NAMTS Pump Repair Technician JQR. He is now headed to Rota, Spain, to put his hard-earned skills to work onboard USS Roosevelt (DDG 80).

On August 10, 2021, Regional NAMTS Coordinator, Jesse Chapman, and MM2 (SW) David Lanum pose with the NAMTS certificates of completion earned by MM2 Lanum during his tour at TRF, Bangor. (Photo by Sandy Hinz.)

Sailors in the Spotlight: MM1 (SW/AW) James Weierbach & MM1 (SW/AW) Curtis Richardson

By Travis Rupert, Regional NAMTS Coordinator

MM1 (SW/AW) James Weierbach has demonstrated superior work ethic at Hawaii Regional Maintenance Center (HRMC) as the Command NAMTS JQR Coordinator since October 2019. He has far exceeded the expectations of a billet normally filled by a Chief Petty Officer! Weierbach is from Allentown, Pa., and is a husband and father of two. He personally completed four NAMTS JQRs during his tour and has been the " heart of NAMTS," leading 15 Skilled Area Coordinators, 6 of whom are Chief Petty Officers. MM1 has been integral in the implementation of seven additional JQRs, which are: NAMTS Hydraulics Repair Technician, NAMTS Inside Electrical Repair Technician, NAMTS Outside Electrical Repair Technician, NAMTS Shipboard Calibration Coordinator, NAMTS Heat Exchanger Repair Technician, NAMTS Submarine Auxiliary Valve Repair Technician, and NAMTS Core Fundamentals. He conducted over 30 Command NAMTS indoctrinations and has briefed command leadership on the status of the program monthly with ease since he took over. MM1 has improved the program, increasing enrollment by more than 60 percent during his tenure. Over one hundred Sailors have earned their NAMTS NECs during Weierbach's time as the Command NAMTS JQR Coordinator. He was instrumental in spreading the importance of NAMTS and even qualified seven submariners in the process, a first in Pearl Harbor NAMTS history!

Captain Daniel Kidd, HRMC Deputy Commander, issuing MM1 (SW/AW) James Weierbach his Flag Letter of Commendation for having earned his 3rd NAMTS NEC. (Photo by Dave Amodo.)

Weierbach is headed to USS Gravely (DDG 107) on which he will continue to spread his knowledge and the importance of self-sufficiency in the fleet!

(L-R): MM1(SW/AW) James Weierbach (Command NAMTS JQR Coordinator), Mr. Travis Rupert Hawaii Regional NAMTS Coordinator; Mr. Dan Spagone, Commander, Navy Regional Maintenance Center (CNRMC) Director of I-Level Maintenance; Mr. Gary Evans, I-Level Production Manager; and Mr. Gerald Schrage, Sailor Professional Development Manager, pose for a photo after a NAMTS award ceremony in the HRMC Gas Turbine shop in July 2021. (Photo by Dave Amodo.)

By Osbert Teeka-Singh, Regional NAMTS Coordinator

MM1 (SW/AW) Curtis Richardson was recently awarded a Flag Letter of Commendation for having earned four Navy Afloat Maintenance Training Strategy (NAMTS) Navy Enlisted Classifications (NEC) during his shore tour at Southeast Regional Maintenance Center (SERMC).

Originally from Flint, Mich., Richardson enlisted in the Navy in 2012, in search of a career, good job, and the opportunity to be among the small percentage of Americans who serve our country in the armed forces.

He first learned about the NAMTS program while stationed aboard USS Iwo Jima (LHD 7), but said he "did not fully understand the significance of earning a NAMTS NEC until I reported to SERMC." Once Richardson realized what an opportunity he had, he delved right in and worked hard to earn NECs as a NAMTS Pump Repair Technician (June 2019), NAMTS Heat Exchanger Repair Technician (October 2020), NAMTS Outside Machinist (January 2021) and most recently NAMTS Valve Repair Technician (July 2021).

"The most enjoyable part of my job is working with a team of outstanding Sailors, and together we overhaul and repair different pumps. I also enjoy learning the ins and outs of the different pump parts on all classes of ships here in Mayport," stated Richardson. "My most interesting tour thus far is definitely here at SERMC. I have encountered a lot of challenges to overcome and that is very rewarding. I now have a different perspective of how the shore-side works, and how the different types of ships on the waterfront operate," he added.

When asked why he decided to earn multiple NAMTS NECs, Richardson said, "My motivation is to be the best Sailor I can be by expanding my knowledge and applying it to the Fleet by training other Sailors. I believe knowledge is power, and the more I know the more I can train and lead other Sailors."

A humble Sailor, he acknowledged many who have helped him along the way including MMCM Freeman and MMC Christy from Richardson's days aboard Iwo Jima and from SERMC: MMC Thompson, MMC Inch, MMC Hardell, MM1 Green, MMC Jackson, Mr. McCrathy and Mr. Hilerio.

210924-N-ZJ923-012 Rear Adm. Eric Ver Hage (left) presents MM! (SW/AW) Curtis Richardson with a certification for earning the Navy Afloat Maintenance and Training Strategy (NAMTS) Valve Repair Technician Job Qualification Requirement (JQR) .Richardson works in the Pump Shop at Southeast Regional Maintenance Center (SERMC) in Mayport, Fla. and this is his fourth NAMTS JQR earned while at SERMC. Ver Hage is Commander, Navy Regional Maintenance Center (CNRMC) and Naval Sea Systems (NAVSEA) Deputy Commander, Ship Maintenance and Modernization (SEA 21) and visited SERMC Sept. 24, 2021. (Photo by Scott Curtis, Director of Public Affairs, SERMC.)

Sailors in the Spotlight:
MMA1 (SS) Thomas Denney & HT2 (SW) Oscar Tirado

By Jojo Uy, Regional NAMTS Coordinator

MMA1 (SS) Thomas Denney from Port Angeles, Wash., joined the Navy in August 2010. He has since become an experienced submariner who reported aboard USS Emory S. Land (AS 39) in November 2018. He was assigned to Repair Department, Machinery (R-2) Division, in the Valve Repair Shop. The ship departed Guam January 2020 and headed for a dry-docking and maintenance availability in Vallejo, Calif. from August 2020 to April 2021. During this period, MMA1 Denney was attached to USS Frank Cable's (AS 40) Valve Shop as the Leading Petty Officer. Petty Officer Denney completed his NAMTS Valve Repair Technician JQR in September 2021.

Denney has led the shop and supported multiple continuous maintenance availabilities (CMAV) for USS Asheville (SSN 758), USS Key West (SSN 722) and USS Oklahoma City (SSN 723), completing 80 jobs and over 8,000 man hours in repair, inspections and the testing of valve and manifold components.

"The [NAMTS] program is great; we need more personnel who are willing to teach the new up and coming Sailors. I like the in-depth information, and the different techniques I learned to use for repairing valves that I never knew about," stated Denney.

MMA 1 (SW) Thomas Denney aboard USS Emory S. Land (AS 39) on October 8, 2021. (Photo by MC1 Victoria Kinney.)

By Jojo Uy, Regional NAMTS Coordinator

HT2 (SW) Oscar Tirado, who hails from Greensboro, Ga., joined the Navy in November 2018 and reported aboard USS Frank Cable (AS 40) in June 2019, as a Hull Technician in Repair Department (R-1) Division. They provide a wide array of services such as welding, shipfitting, interference removal supporting other shops, and the fabrication and modification to structural components. HT2 (SW) Tirado is the first Sailor aboard to earn two NAMTS NECs, (NAMTS Shipfitter and NAMTS Pipefitter). His hard work and dedication to self-improvement played no small part in him being meritoriously advanced to HT2 in March 2021.

HT2 is directly involved in submarine repair as a Production Petty Officer and Work Center Supervisor and provides quality assurance for Shipfitter Shop 11A. With the recently completed Continuous Maintenance Availability (CMAV) supporting USS Asheville (SSN 758), he supervised the reinstallation of the interference of the ship's galley dishwasher using his expertise in Gas Tungsten Arc Welding, metal fabrication, and blueprint reading. Shipfitter Shop 11A has completed 18 Jobs with a total of 1,000 man hours in support of four homeported submarines in Guam from January through August. Additionally, Tirado was involved in securing 48 pieces of the ship's exercise equipment by stud welding and fabricating brackets and fasteners and fabricating six frames for securing Vidmar cabinets using shielded metal arc welding and stud welding for the ship's dive locker team. HT2 Tirado, has been and continues to remain busy!

"Learning through NAMTS provided me with the professional and technical guidance to get jobs done the right way. It's allowed me to gain more experience and confidence and I'll to be able to pass this knowledge down to our Junior Sailors," said Tirado.

HT2 (SW) Oscar Tirado (Photo by MCSN Henry Liu.)

NAMTS Afloat Training Activities (NATA)

Over twenty years ago, in 1998, the Navy Afloat Maintenance Training Strategy (NAMTS) program was established to provide Sailors with the ability to enhance their knowledge and skills through hands-on journeyman task accomplishment and were initially developed and stood up at shore-based Intermediate Level (I-level) Maintenance Activities. The goal was to enhance Hull, Mechanical, and Electrical rated Sailors' skills, in order that they would be capable of improving the Fleet's strike force organic maintenance capability, material self-sufficiency, and enhance operational readiness. In 2014, NAMTS was expanded and the NAMTS Afloat Training Activities (NATA) were established, initially on large platforms that had the capabilities to complete significant voyage repairs while Carrier Strike Groups and Expeditionary Strike Groups were deployed. USS Nimitz (CVN 68) was the test pilot for the NATA initiative, during which fourteen Sailors aboard the command enrolled in the program. The pilot aboard Nimitz proved to be highly successful, so additional NATA sites were established. Currently, there are 33 NATAs in the fleet, on CVN/LHD/LHA/LPD/LSD/AS/DDG(Pilot)/CG(Pilot) ship classes, with over 1,400 Sailors enrolled in 25 select NAMTS Job Qualification Requirement (JQR) skill areas; leading to Sailors ultimately being awarded NAMTS Navy Enlisted Classification (NEC) codes.

The program on board these ships is voluntary and is usually managed by a senior enlisted member or junior officer designated by the Commanding Officer as the Command NAMTS Coordinator. Additionally, there are CNRMC NAMTS contractors, who as Afloat NAMTS Coordinators assist the ships with program management. CNRMC also provides NAMTS Afloat Mentors to assist with the over-the-shoulder technical assistance in conducting production work in support of completing the JQRs. In every sense of the word, these NATAs have become true "SEA" schools. In addition, the commands that have become a NATA are able to partner with Regional Maintenance Centers (RMC), Naval Shipyards (NSY) and Intermediate Maintenance Facilities (IMF) to accomplish more hands-on learning task accomplishment/competency, that may not be available aboard. NATA commands also have the opportunity to participate in NAMTS JQR reviews and new NAMTS JQR / NEC development. Each afloat unit has unique challenges due to flexible ship scheduling, emergent work, manning shortfalls, and the ever-changing geopolitical threats facing a crew when getting underway. Overcoming those challenges takes the commitment of a dedicated team of Sailors who strive to improve themselves at every opportunity. With the ability to receive on-the-job, rating-specific hands-on experience, NATA ships are developing a more well-rounded Sailor and improving fleet organic maintenance capabilities. Recent news/updates from the NATA units include:

CVN Every single Aircraft Carrier in the United States Navy is a NATA and there are currently 698 Sailors enrolled in the NAMTS program, (436 on the East Coast Carriers and 262 on the West Coast Carriers) with 33 graduates in the last 12 months.

NAMTS Afloat Training Activities (NATA) by ship class

Aircraft Carriers
- *USS Nimitz (CVN 68)*
- *USS Dwight D. Eisenhower (CVN 69)*
- *USS Carl Vinson (CVN 70)*
- *USS Theodore Roosevelt (CVN 71)*
- *USS Abraham Lincoln (CVN 72)*
- *USS George Washington (CVN 73)*
- *USS John C. Stennis (CVN 74)*
- *USS Harry S. Truman (CVN 75)*
- *USS Ronald Reagan (CVN 76)*
- *USS George H.W. Bush (CVN 77)*
- *USS Gerald R. Ford (CVN 78)*

Amphibious Warfare Ships
- *USS Essex (LHD 2)*
- *USS Kearsarge (LHD 3)*
- *USS Boxer (LHD 4)*
- *USS Bataan (LHD 5)*
- *USS Iwo Jima (LHD 7)*
- *USS Makin Island (LHD 8)*
- *USS America (LHA 6)*
- *USS Tripoli (LHA 7)*

Cruisers
- *USS Cowpens (CG 63)**

Destroyers
- *USS Stethem (DDG 63)**

Amphibious Transport Docks
- *USS San Antonio (LPD 17)*
- *USS Mesa Verde (LPD 19)*
- *USS Arlington (LPD 24)*
- *USS John P. Murtha (LPD 26)*
- *PCU Fort Lauderdale (LPD 28*

Dock Landing Ships
- *USS Tortuga (LSD 46)*
- *USS Rushmore (LSD 47)*
- *USS Carter Hall (LSD 50)*
- *USS Pearl Harbor (LSD 52)*

Submarine Tenders
- *USS Emory S. Land (AS 39)*
- *USS Frank Cable (AS 40)*

Shore Commands
- *Assault Craft Unit Four (ACU 4)*

indicates pilot program in progress

NAMTS Afloat Training Activities (NATA)

CVN Highlights

USS John C. Stennis (CVN 74) started their Refueling Complex Overhaul (RCOH) availability in high spirits, with what is currently the most active NATA on the east coast. The command has a total of 162 Sailors actively enrolled in the program from five different departments. Working closely with the NAMTS Afloat Mentors, the Sailors are currently receiving weekly mentorship, with the Sailors making significant progress towards the completion of their NAMTS Job Qualification Requirements (JQR). The command has Sailors currently enrolled in six NAMTS skill areas including NAMTS Core Fundamentals, NAMTS Interior Communications Repair Technician, NAMTS Outside Electrical Repair Technician, NAMTS Pipefitter, and NAMTS Rigger/Weight Tester.

USS Nimitz (CVN 68) currently homeported in Bremerton, WA is just over halfway complete with its Docking Planned Incremental Availability (DPIA), and has 38 Sailors currently enrolled in various NAMTS JQRs, to include NAMTS Pipefitter, NAMTS Shipfitter, NAMTS Rigger/Weight Tester, NAMTS Outside Electrical Repair Technician, and NAMTS Inside Machinist. Nimitz maintains an average active participation rate of 80%, despite the heavy demands this DPIA places on the crew.

USS Ronald Reagan (CVN 76), homeported in Yokosuka, Japan, currently has 43 Sailors enrolled in four NAMTS JQRs: NAMTS Core Fundamentals, NAMTS Valve Repair Technician, NAMTS Outside Electrical Repair Technician, and NAMTS Watertight Closure Maintenance Technician. Command NAMTS JQR Coordinators, MR1 (SW/AW/IW) Michael Gilder and MMC (AW) Michael Armstrong, have been instrumental in increasing enrollment. Ronald Reagan's utilization of the NAMTS program as a Forward Deployed Naval Force (FDNF) has directly contributed to the ships increased self-sustainability capabilities and further enhanced the ships lethality at sea! Check out the images of Ronald Reagan Sailors conducting practicals working towards their NAMTS certifications.

USS Ronald Reagan's (CVN 76)HT2 Jonathan Brown is brazing a section of gage tubing for one sea water pump pressure gage. He is currently working on his NAMTS General Shipboard Welder/Brazer and NAMTS Core Fundamentals JQR.

Ronald Reagan Sailor, MR3 Karina Baez, is seen machining a locking pin for a turn knuckle for Number 3 main engine sea water outlet valve. She is currently working on her inside machinist as well as accomplishing her Core JQR.

(USS Ronald Regan photos courtesy of MR1(SW/AW/IW) Michael Gilder, Assistant Command NAMTS JQR Coordinator and Machine Shop LCPO.)

LHD/LHA Eight of Nine LHDs/LHAs have active NATA Programs. They currently have 291 Sailors enrolled in the NAMTS program, (39 on the East Coast ships and 252 on the West Coast ships) with 17 graduates in the last 12 months.

LHD/LHA Highlights

USS Iwo Jima (LHD 7) has been running strong on the East Coast, as mentioned in the earlier article on page 11 and USS Boxer (LHD 4) on the West Coast, continues to find innovative methods for NAMTS effectiveness to prosper. The Command NAMTS JQR Coordinator, MMC (SW/AW) Bravo has established weekly mentoring sessions for Boxer's Sailors to utilize to overcome obstacles they are encountering. Boxer's Sailors are excited about the mentoring being given and the results can be seen in the increased enrollment and participation numbers.

USS Essex (LHD 2) Repair and Electrical Division personnel recieiving General Rigging Fundamentals lessons on knots, bends and hitches from NAMTS 3M / Core SME Ramir Pulido. (Photo by Darrell Monroe.)

NAMTS Outside Machine SME, Steven Constantino, provides USS Boxer's (LHD 4) MM3 (SW) Yelanis Marreroperez support on the ship's Trinco Sand Blaster. Together, they conducted parts replacements and addressed equipment operation. (Photo by Ramir Pulido.)

LPD/LSD: There are currently 260 Sailors enrolled in the NAMTS program, (150 on the East Coast and 110 on the West Coast) with 5 graduates in the last 12 months.

NAMTS Afloat Training Activities (NATA)

LPD/LSD Highlights

USS Carter Hall (LSD 50) Sailors enthusiastically pursued NAMTS qualifications during their deployment, during which four Sailors have earned NECs in the following skill areas: (1) NAMTS Inside Machinist, (2) NAMTS Outside Machinists, and (1) NAMTS Watertight Closure Maintenance Technician. The ship currently has 13 Sailors enrolled in NAMTS Core Fundamentals. Of note, Carter Hall also happened to have the first Hospital Corpsman in Navy history to earn a NAMTS NEC, HM1 (SW) Mary Rains completed the Watertight Closure Maintenance Technician JQR!

USS Pearl Harbor (LSD 52) is currently deployed and her authorized qualifiers continue to assist their 55 enrolled Sailors in three different JQRs: NAMTS Core Fundamentals, NAMTS Inside Machinist, and NAMTS Outside Electrical Repair Technician.

USS Carter Hall (LSD 50) Command NAMTS JQR Coordinator, MR1 (SW/AW)Jesse West presents HM1 (SW) Mary Rains with her certificate of completion for the Watertight Closure Maintenance Technician course. (Photo by MC3 Sawyer Connally.)

AS There are currently 101 Repair Department Sailors enrolled in the NAMTS program between the two tenders, with 23 graduates in the last 12 months (17 on board USS Frank Cable (AS 40) and six on board USS Emory S. Land (AS 39).

AS Highlights

With a group of highly-motivated Sailors, they provide a myriad of services from valve repair, pump repair, shore facilities support and industrial machining. Thirty Sailors volunteered to participate in NAMTS, seven of whom are completing the NAMTS Inside Machinist Job Qualification Requirement (JQR).

USS Frank Cable's (AS 40) 31A Machine shop completed a Continuous Maintenance Availability (CMAV) for USS Asheville (SSN 758) in August. MR1 (SW) Reynante Taa, a NAMTS candidate, was integral in the successful completion of TD 62 Titanium shims replacement project. The shop assisted with fifteen jobs during Ashville's CMAV.

(L-R) MR3 Owen Camp, MR1 (SW) Reynante Taa aboard USS Frank Cable (AS 40). (Photo by MC2 Charlotte Oliver.)

Valve upon completion of a TD 62 Titanium shims replacement aboard USS Frank Cable (AS 40). (Photo by MC2 Randall Ramaswamy.)

Assault Craft Unit Four (ACU 4) is among the newest NAMTS Afloat Training Activities with a unique designation within the program. ACU4 is considered a NAMTS Afloat Training Activity vice a NAMTS Training Maintenance Activity given the expeditionary nature of the command. There are currently 38 Sailors enrolled in the NAMTS program, with 10 having already completed their NAMTS Core Fundamentals JQR.

Pilot Programs DDG/CG: USS Stethem (DDG 63) and USS Cowpens (CG 63) are conducting pilot programs on board to see the viability of the NAMTS program aboard "Small Boys". There are currently 80 Sailors enrolled in the NAMTS program between the two ships.

USS Stethem's (DDG 63), (L-R) EM2 (SW) Cody Wyer, EMFN Sicily Jacobs, EM3 John Carl Ayento, and EMFN Riley Sutliff review a NAVSEA Drawing 60 Hertz One Line Diagram with NAMTS mentor Ramir Pulido. (Photo by Rizalito Antonio.)

Stethem's GSM3 (SW) Ginnen Cabasa reviews her NAMTS Core Fundamentals Trainee Guide with some assistance from NAMTS SME, Steven Constantino. GSM3 is preparing for her NAMTS Core Fundamentals exam. (Photo by Rizalito Antonio.)

GRADUATES

July-November 2021

NEC - 834A Valve Repair Technician

HT3 Jack Ferron
EMN1 Austin Whaley
EN2 Jair Uribe
ETN1 Kieran Murphy
GM2 Lisa Grigsby
GSM2 Noeljankarlo Dizon
HT3 Morgan Conley
MM2 Brandon Hansen
MR3 Jonic Torres
GSE2 (AW) Brandon Twigg
EN2 (SW) Austin Asche
EM2 (SW) Kody Dauphine
MM2 (SW) Novie Dean
MM1 (SW) Robert Derby
EM3 (SW) Jordan Hall
HT1 (SW) Martin Horeth
EM2 (SW) Simon Huynh
GSM1 (SW) Ramseygabriel Innabtriesh
EM1 (SW) Michael Reid
MR2 (SW) Christian Smalley
GSMC (SW) Matthew Smith
MM1 (SW) Jasmine Stokes
GSE2 (SW) Austin Vanark
EM3 (SW) Ricardo Vazquez, III
MMN2 (SW) Andrew Wathen
BM2 (SW/AW) Davis Byars
GM2 (SW/AW) Don Dume
MM1 (SW/AW) John Hamm
MM1 (SW/AW) Kyle Hawkins
HT1 (SW/AW) Daniel Reinfried
EM1 (SW/AW) Nathan Williams
MM1 (SW/AW) Marc Willis, Jr.
BM2 (SW/AW/IW) Dynesha Parker
MR1 (SW/IW) Garrett Goodman
FC1 (SW/IW) Bradley Nunnelley
BM2 (SW/AW) Marquitta Colley
EMC (SW) Robert Shirk
MMN3 (SW) Travis Allen

NEC - U08A Gas Turbine Repair Technician

GSM2 Dejon Wetzstein
GSM2 Hannah Guymon
GSM3 Jacob Herrera
GSM2 (SW) Anthony Ballesteros
GSM2 (SW) Lea Carter
GSM1 (SW) Nicholas Handy
GSM2 (SW) Savannah Jones
GSM1 (SW) Mario Orellana
GSM1 (SW) Marco Renderos
GSM2 (SW) Dayzia Trower
GSM3 (SW) Martenia Wommack
GSM1 (SW/AW) Ernest Amoako

NEC - U11A Gas Turbine Electrical Repair Technician

GSE1 (SW) Jesse Cervone
GSE1 (SW) Jamori Johnson
GSE2 (SW/AW) Damion Ray

NEC - U17A Air Conditioning and Refrigeration

MM2 (SW) Derek Frazier, Jr.
MM2 (SW) Jeremiah Garnett
MM2 (SW) Radney Rolda

NEC - U18A Heat Exchanger Repair Technician

GSM2 (AW) Kyle Ahlers
MM1 (SW) Joshua Drown
GSM2 (SW) Kiasha Jeffries
GSM1 (SW) Rhoan Sahagun
MM1 (SW) Ervillejohn Villaruz
MM2 (SW/AW) Ashley Newbyhall
MM1 (SW/AW) Justin Webb

NEC - U33A Inside Machinist

MR3 Benjamin Said, Jr.
MR2 (SW) Adrian Albo
MR1 (SW) Mario Colucci, Jr.
MR2 (SW/AW) Sanique Konneh

NEC - U34A Outside Machinist

MM1 (SW) Ricky Watson, Jr.
MM1 (SW/AW) Yolanda Kurniawan

NEC - U39A Outside Electrical Repair Technician

EM2 Amber Leyva
EM2 Sierra Schaffer
EMFN Hunter Buchholz
IC2 Dilayla Ramos
EM2 (SW) Christopher Cheeks
EM2 (SW) Kshawn Cooper
EM2 (SW) David Guerra
EM1 (SW) Hong Liu
EM2 (SW) Lilian Milner
EM2 (SW) Natalie Perez
EMC (SW) Pierre Ruluked
EM2 (SW) Tyler Schisser
EM2 (SW/AW) Nadia Jackson
EM2 (SW/AW) Donovin Johnson
EM1 (SW/AW) Thomas Pena
EM1 (SW/AW) Mervin Vitug
EM2 (SW) Markanthony Corachea
EM3 (SW) Tyler Ruth

NEC - U54A General Shipboard Welder/Brazer

HT1 (SW) Justin Spry

GRADUATES

July-November 2021

NEC - U47A Shipfitter

HT2 Ayla Lewis
HT3 Jack Litalien
HTFN Edgar Martinez
HTFN Dawson Lewis
HTFN Trevor Walker
HTFN Michael Lemiesz
HT2 (SW) Megan Baldwin
HT1 (SW) Michael Bewak
HT2 (SW) Kaytlyn Brown
HT2 (SW) Nickolas Duran
HT2 (SW) Michael Muller, Jr.
HT2 (SW) Cole Richgruber
HT1 (SW) Meladina Thomas
HTFN Rodriquez Martin

NEC - U52A Pipefitter

HT1 Casie Whiteman
HTFN Cesar Picaz
HT1 (SW) Austin Young

NEC - V15C Phalanx Gun & Ammunition Handling System Repair Technician

FC2 (SW) Daralynne Smith

NEC - 719B Shipboard Calibration Coordinator

IC1 (SW/AW) Kathryn Pierre

NEC - 835A Watertight Closure Maintenance Technician

DC3 Stephanie Orozcolaris
HTFN Ghkia Pittman
BM2 (EXW) Xavier Fields
MR3 Nadaisha Wilson
DC2 (SW) Phillip Abadie, Jr.
FC1 (SW) Warren Brown
DC2 (SW) Esteban Chapa
GSE1 (SW) Jiri Gajdacek
HT2 (SW) Jordan Kane
EM2 (SW) Hyun Kim
EM2 (SW) Justin Lawrence
STG2 (SW) Valerie Mahaley
DC2 (SW) Phong Nguyen
DC1 (SW) Dana Normil
BM1 (SW) Talia Phillips
DC2 (SW) Jeremy Snyder
EN1 (SW) Pierre Warrenausby
IC1 (SW/AW) Kathryn Pierre
GSM2 (SW/IW) Gregory Hardy, Jr.
MR3 Amber Reid
EM1 (SW/IW) Daynae Robinson

NEC - 797A Rigger / Weight Tester

MMN1 (SW) Marcus Acostarivera
BM2 (SW) Quamar Ashley
BM2 (SW) Cecil Augustin
OS2 (SW) Richard Baker
BM2 (SW) Joshua Erickson
BM3 (SW) Sawyer Helton
BMC (SW) James Lindsey
BM2 (SW) Hannah Rovillard
BMC (SW) Stephen Shaw
BM2 (SW) Nechelle Sherrod
BM2 (SW) Edgar Trujillo
EM1 (SW) Vanessa Williams
BM2 (SW) Ashley Yahnel
EM1 (SW/AW) Winston Trinidad
BM3 Kendra Zackerygalloway
BM2 (SW) Jeffrey Rashley
BM3 (SW) Emma Stewart
BM2 (SW) Jacob Webb

NEC - 736B Pump Repair Technician

GSM2 Brian Collins
MM2 Francisco Guajardo, II
MMN2 Tristan Tapp
MR3 Venessa Junchaya
MR3 Benjamin Said, Jr.
EN2 (SW) Austin Asche
EN2 (SW) Charles Boze
MM1 (SW) Rizzamae Garcia
MR1 (SW) Joshua Mann
MM2 (SW) Victoria Martinez
GSM1 (SW) Cornelius Miller
MM3 (SW) Sean Pearson
MM2 (SW) Nathaniel Rowland
MR2 (SW) Christian Smalley
EN1 (SW) Pierre Warrenausby
MM1 (SW/AW) Carlos Cedeno
MR1 (SW/AW) Alvie Kaufhold
MM2 (SW/AW) Nyla Lawson
MR1 (SW/AW) Brandon Weddle
MR3 David Brown, II
EN1 (SW) Joseph Cramer
MR2 Jared Navarro
EN2 (SW) Anh Ta
MM2 (SW/AW) Damion Switzer

GRADUATES

July-November 2021

Norfolk Naval Shipyard

NEC - 761A Hydraulic Repair Technician

MM2 (SW) Zimamarie Scheibert
MM1 (SW/AW) James Everett, Jr.

NEC - 736B Pump Repair Technician

GSM2 (SW) Gary Latson
MM2 (SW) Nathaniel Wade

NEC - 834A Valve Repair Technician

MMFN Miguel Lucero
MMFN George Nunez
MMC (EXW) Robert Bender
MMFN Jackson Goetze
MMFN Storm Kaplan
MMN1 (SS) Gregory Borja
MM3 (SW) Ezra Bides
GSM2 (SW) Spencer Brady
EN1 (SW) Katharine Brunges
MM1 (SW) Jason Colvin
GSE1 (SW) Ernest Dadson
MM2 (SW) Akeem Greenland
GSM2 (SW) Jasmine Johnson
EN2 (SW) Jabrell Thomas
MM1 (SW/AW) Seiya Muramatsu
MM3 (SW/AW) Augustval Arce
MM2 (SW) Jeffery Payne, Jr.
GSM2 Bailey Pinkerton
MM2 (SW) Darell Williams

NEC - U18A Heat Exchanger Repair Technician

MM2 Austin Paschall

NEC - U33A Inside Machinist

MR2 (SW) Taylor Bowie

NEC - U39A Outside Electrical Repair Technician

EM2 Austin Gerald
EM1 (SW) Nathaniel Fernandez
EM2 (SW/AW) Gaelyn Battle

NEC - U54A General Shipboard Welder/Brazer

HT2 (SW) Dominic Lorenzo
HT2 (SW/AW) Amanda Jones

NEC - U47A Shipfitter

HT2 Stephen Byrne

Pearl Harbor Naval Shipyard & Intermediate Maintenance Facility (IMF)

NEC - 834A Valve Repair Technician

MM2 (SW) Kameron Dunklin
MM2 (SW) Rhaje Evansharris
MM2 (SW) Aquilla Haavisto
GSM2 (SW) Michael Jones
MM1 (SW) Jeffrey Lustina
EM2 (SW) Inna Myroshnychenko
GSM2 (SW/AW) Keith Daye, Jr.
MM1 (SW/AW) James Weierbach
EN2 (SW/EXW) Ryan Wright

NEC - 835A Watertight Closure Maintenance Technician

GSE2 (SW) Dale Rollins
HT2 (SW/AW) Raul Gutierrez, III
HT2 (SW/AW) Thomas Kozlowski, II
MM1 (SW/AW) Quoc Nguyen
MMN1 (SW/AW) Mattlock Simmons
EN2 (SW/EXW) Ryan Wright

NEC - U08A Gas Turbine Repair Technician

GSM2 (SW) Stephen Abina
GSM2 (SW) Allester Opong
GSM2 (SW) Brenson Sanchez

NEC - U17A Air Conditioning and Refrigeration

MM2 (SW) Israel Cornejo
MM1 (SW) Logan English
MM2 (SW) Tierra Roberts

NEC - U18A Heat Exchanger Repair Technician

MM3 Cory Chaney
MM1 (SW) Kenna Hall, IV
GSM2 (SW) Michael Jones
GSM1 (SW) Cayce Moore
MM2 (SW) Miguel Morel
MM2 (SW) Sam Murphy
MM1 (SW) Christopher Siegrist

GRADUATES

July-November 2021

GSM2 (SW) Joshua Starling
GSM1 (SW) Gabriel Torres
MM1 (SW/AW) Patrice Braswell
GSM2 (SW/AW) Keith Daye, Jr.
MM1 (SW/EXW) Lamont Arrington

NEC - U47A Shipfitter
HT1 (SW) Joshua Downs
HT2 (SW) James Fredrick
HT2 (SW) Jose Rodriguez, IV
HT1 (SW) Anthony Woods
HT1 (SW/AW) Cody Barney
HT1 (SW/AW/IW) London Hunter

Puget Sound Naval Shipyard & IMF

NEC - 736B Pump Repair Technician
FC1 (SW) Miguel Butler
MM2 (SW) Amador Fry
MM2 (SW) Alexia Rodriguez
DC2 (SW) Angela Martinezhernandez

NEC - 761A Hydraulic Repair Technician
MM2 (SW) Lance Kniceley
MM2 (SW) Raul Ricafrente

NEC - 797A Rigger/Weight Tester
BM1 (SW/AW) Jonathan Cole
BM2 (SW) Phillip Johnson

NEC - 834A Valve Repair Technician
MMA1 (SS) Samuel Porterfield
MM2 (SW) Christopher Dingman
DC2 (SW) Dustin Lucas
HT2 Jessica Kohgadai
MR2 (SW) Kevin Lucas

NEC - 835A Watertight Closure Maintenance Technician
ET2 (SW) Holly Dively
ET2 (SW) Devin Walter
DC2 (SW/AW) Cheyenne McIntosh
GSM2 (SW) Bryan Clawson

NEC - U08A Gas Turbine Repair Technician
GSM2 (SW) Deante Buckmanharris

NEC - U11A Gas Turbine Electrical Repair Technician
GSEC (SW) Godfred Djanmah
GSMC (SW) Thomas Midgette
GSEC (SW/SS) Thomas Avery, Jr.

NEC - U34A Outside Machinist
MM2 (SW) Lance Kniceley

NEC - U39A Outside Electrical Repair Technician
EM1 (SW) Justin Cho

NEC - U40A Inside Electrical Repair Technician
EM2 (SW) Brian Clinton

NEC - U47A Shipfitter
HT2 (SW) Steffan Tabbert
HT1 (SW/IW/AW) Tiana Heyward

NEC - V82B Interior Communications Repair Technician
IC1 (SW) Andrew Edison

Southeast Regional Maintenance Center

NEC - 736B Pump Repair Technician
GSM2 (SW) Edgar Castellanos
MM2 (SW) Jonathan Green
MMC (SW) Alfred Jackson
MM3 (SW) Zaben Kinard
MM2 (SW) Christopher Smudzinski

NEC - 797A Rigger / Weight Tester
BM3 Andrea Davis
BM1 (SW) Jonathan Azcanio
BM3 (SW) Weston Edmondson
BM3 (SW) Brandon Enamorado
BM2 (SW) Trevor Lovelace
BM2 (SW) Nicole Moore
BM2 (SW) Jannet Villa
BM3 (SW) Carolyn Warren
BM3 (SW/AW) Anthony Parkman, III

GRADUATES

July-November 2021

NEC - 834A Valve Repair Technician

MM2 (SW) Dylan Garner
MR1 (SW/AW) Stephen Cagle
MM1 (SW/AW) Curtis Richardson
MM2 (SW) Antonio Smart, Jr.
DC2 (SW/AW) Brianna Lewis

NEC - 835A Watertight Closure Maintenance Technician

DC1 (SW) Tyreas Love
DC2 (SW) Micco Sarmiento

NEC - U08A Gas Turbine Repair Technician

GSM3 (SW) Alexa Greene

NEC - U11A Gas Turbine Electrical Repair Technician

GSE1 (SW) Travis Bennett
GSE1 (SW) Brian Idar
GSE2 (SW) Felipe Jimenez, Jr.
GSE2 (SW) Cory Nixon
GSE2 (SW) Johan Pardo

NEC - U17A Air Conditioning and Refrigeration

MM1 (SW) Julio Porta

NEC - U18A Heat Exchanger Repair Technician

GSM2 (SW) Michael Blasucci
EN2 (SW) Matthew Grubbs
GSM3 (SW) Doneisha Jefferson
MM1 (SW) Donna Johnson
GSM1 (SW) Edel Lima
ENC (SW) Joshua Milburn
EN2 (SW) Elisabeth Soto

NEC - U26A Diesel Engine-Governor & Injector Repair Tech.

ENFN Tynekwa McArthur
EN1 (SW) Joseph Ramsay

NEC - U33A Inside Machinist

MR3 Yujiro Umemoto
MR2 (SW) Michael Christensen

NEC - U34A Outside Machinist

GSM2 (SW) Shayne Meeker

NEC - U52A Pipefitter

HT1 (SW) Joseph Norris

NEC - U39A Outside Electrical Repair Technician

EM1 (SW/AW) Sannette Higgins

NEC - U40A Inside Electrical Repair Technician

EM1 (SW) Jeremy Mosley
EM2 (SW) Deanna Thompson

NEC - U54A General Shipboard Welder/Brazer

HTFN Lorenza Sessoms
HT2 (SW) Joseph Avery
HT2 (SW) Dameccion Bell
HT2 (SW) Austin Decker
HT2 (SW) Sebastian Fulleda
HT2 (SW) Jacob Hunt

Southwest Regional Maintenance Center (SWRMC)

NEC - 797A Rigger / Weight Tester

BM2 Jamal Christian
BM2 Isaiah Valle
EM1 (SW) David Romagnola
BM3 (SW) Jordan Smith
MR3 (SW/AW) Jonathan Bower
BM2 (SW/IW) Connor Heaps

NEC - 834A Valve Repair Technician

STG2 Michaela Dempsey
MR1 (SW) Kurt Bartels
DC2 (SW) Carlasha Burse
DC1 (SW) Mariella Flores
MR1 (SW) Junior Fundoh
MM1 (SW) Christian Hernandez
MM1 (SW) Nico Liwanag
GSM2 (SW) Erica Martinezgomez
GSM2 (SW) James Norvell
MM2 (SW) Jeremy Shamel
MM1 (SW/AW) Musibau Adedokun
MR1 (SW/AW) Jonathan Calderon
BM2 (SW/AW) Jocquetta Coleman
EM1 (SW/AW) Marvin Harris, Jr.
MM2 (SW/AW) Michael Martinmadero
MRC (SW/AW) Nathaniel Spencer

GRADUATES

July-November 2021

NEC - 835A Watertight Closure Maintenance Technician

MA2 Tuerlandria James
BMC (SW) Michael Canale
BM1 (SW) James Harris, Jr.
MM2 (SW) Anthony Weitzel
EN1 (SW) Ryan Wiley
DC2 (SW/AW) Kristian Denton
DC2 (SW/AW) Haloakaleolani Hamakua
BM3 (SW/IW) Amber Scott

NEC - U08A Gas Turbine Repair Technician

GSM2 Weston Slater
GSE2 (SW) Samantha Adams
GSM3 (SW) Carmine Claridad
GSM2 (SW) Kristen Fuller
GSM2 (SW) Jordan Hill
GSM2 (SW) Sergio Jimenez
GSM2 (SW) Gary Robinson, Jr.
GSM3 (SW) Tou Thao
GSM2 (SW/AW) Daniel Vazquezcamacho
GSM1 (SW/AW/IW) Josue Garciagarcia
GSM3 Joshuajet Drapeza
GSM2 (SW) Jose Orozcosoriano
GSM3 Loma Smoot, Jr.

NEC - U17A Air Conditioning and Refrigeration

MM1 (SW) Evenser Barry
MM2 (SW) Joseph Burll, III
MM2 (SW) Metrix Carolino
MM2 (SW) Alexander Dubose
MM1 (SW) Austin Hamby
MM2 (SW) John Priller
MM1 (SW) Spencer Tavares
MM1 (SW/AW) Nigel Mosley
MM2 (SW/AW) Geoffrey Stewart
MM1 (SW/AW/EXW) Jose Pinonsanchez

NEC - U26A Diesel Engine-Governor & Injector Repair Technician

EN1 (SCW) Austin Hong
EN2 (SW) Chase Barrett
EN2 (SW) Stephen Behrens
EN1 (SW) Sharon Estrada
EN1 (SW) Reuben Jordan
EN1 (SW) Kenneth Lake
EN2 (SW) Travis Laske
EN2 (SW) Anthony Marone
EN1 (SW) Elizabeth Rodriguez
EN1 (SW) Gyasi Uzoma
EN2 (SW/AW) Benny Guzman
EN1 (SW/EXW) Christopher Irby
EN3 (SW) Manuel Soto
EN2 (SW) Samantha Wakeley
EN2 (SW) Jarrett Gorss
EN2 (SW) Justin Chiles

NEC - U33A Inside Machinist

MR3 Troy Williams
MR3 Lei Shi
MRFN Travis Little
MRFN Jackson McLain
MRFN James McCarraher

NEC - U34A Outside Machinist

MM2 (SW) Samuel Darlington
MM2 (SW) Thomas Musgrave
MM2 (SW) Christian Ortegacastro
MM2 (SW) Curtiss Simpson
MM3 (SW) Kshawn Spradley
MM2 (SW/AW) Shanice Jessie
MM2 (SW/AW) Ivan Soto
MM2 (SW) John Bramhall
MM2 (SW) Renolaredo Candelario
MM2 (SW) Earlleneranelle Pilar

NEC - U39A Outside Electrical Repair Technician

EM2 Nathan Beldner
AE1 (AW) Joel Rudy
EM2 (SW) Benjaxyz Abiva
EM2 (SW) Javontae Hill
EM1 (SW) Brandon Mejiabravo
EM2 (SW) Cher Miller
EM2 (SW) Jayson Ngatunyi
EM2 (SW) Allan Ohando
EM2 (SW) Stephen Phillips
EM3 (SW) Angela Rivera
EM2 (SW) Juangabriel Shinn
EMC (SW) Kentrell Wells
EMC (SW/AW) Harry Gilmore, Jr.
EM2 (SW/AW) Kazzmir McCowan
EM1 (SW/IW) Vhanne Carpio
EM2 (SW) Larry Blankenship, III
EM2 (SW/AW) Elijahjoshua Cruz
EMFR (SW/AW) Rashawn Dickson
EM2 (SW) Nathaniel Karpi
EM3 (SW) Alexa Vega

NEC - U40A Inside Electrical Repair Technician

EM3 Jamari Davis
EM3 (SW) Jontyler Hovis
EM1 (SW) Brandon Mejiabravo
EM2 (SW/AW) Ella Buenaventuragonzalez
EM2 (SW/AW/IW) Solomon Goodwin

EMC (SW/SCW) Teodor Medina, Jr.

NEC - U52A Pipefitter
HT2 (SW) Kain Flores
HT1 (SW) Galand Hallowell, III

NEC - U54A General Shipboard Welder/Brazer
HT2 (SW) Marcos Marmolejo
HT2 (SW) David Watson
HT2 (SW) Damar Bolden

NEC - V82B Interior Communications Repair Technician
IC2 (SW/AW) Michael Garcia
ICC (SW/AW) Matthew Hays

NEC - 860A Corrosion Control Program Technician
HT1 Joseph Dicaro
BM2 (SW) Laquan Deen
BM2 (SW) Rachel Johnson
HTC (SW) Carla Jordan

Trident Refit Facility Bangor, WA

NEC - 736B Pump Repair Technician
EM3 (SW) Jamie Norris
GSM1 (SW/AW) Christian Velasquez

NEC - 761A Hydraulic Repair Technician
GSM2 (SW) Dustin Courtney
GSM1 (SW) Carlos Mairena, Jr.
GSM1 (SW) Dominic Ombati
GSM2 (SW) Patrick Reina
GSM1 (SW) Chase Wallace
MM1 (SW) Richard White
MMC (SW/AW) Benjamin Gicheru
MM2 (SW/AW) James Weber

NEC - 797A Rigger/Weight Tester
BM2 (SW/AW) Morgan Sumuel

NEC - U34A Valve Repair Technician
MM2 (SW) David Lanum
EM1 (SW) Jamie Norris
MM2 (SW/AW) Markjoseph Valencia

NEC - U18A Heat Exchanger Repair Technician
MM2 (SW) Edward Gascon, Jr.
GSM2 (SW) Patrick Kreisle
MM1 (SW/AW) Ryan Tavares
MM1 (SW/AW/IW) Marsha Canaii

NEC - U34A Outside Machinist
MM2 (SW) Sean Bretz
MM2 (SW) Matthew Cartwright
MM2 (SW) Christopher Robinson
MM2 (SW) Nicholas Sparkman
MMC (SW) Paul Williams

NEC - U39A Outside Electrical Repair Technician
EM2 (SW) Trevor Leatherwood
EM1 (SW) Edwin Perez, Jr.
EM1 (SW/EXW) Cordell French
EM2 (SW) Jose Rodriguez

NEC - U40A Inside Electrical Repair Technician
EM3 (SW) Alejandro Ayala
EM2 (SW) Alexander Householder
EM2 (SW) Derek Hu
EM2 (SW) Erika Landes
EM2 (SW) Matthew Mckay
EM2 (SW) Jian Zhu
EM2 (SW/AW) Puridet Chailiab
EM2 (SW/AW) George Huntoon, IV

NEC - U47A Shipfitter
HT2 (SW) Austin Buckner
HT1 (SW/AW) Angelica Fitzgerald

NEC - U52A Pipefitter
HT2 (SW) Nathan McGowan
HT2 (SW/AW) Vincent Wysinger

USS Dwight D. Eisenhower (CVN 69)

NEC - U52A—Pipefitter
HT2 James MacFarlane

NEC - 834A Valve Repair Technician
MMN2 Kimberly MacDonald

GRADUATES

July-November 2021

MMN2 Truett Ross
MMFA James Early, II
MMFN Terry Brown
MMFA Louis Mcmillian, III
MMN2 William Steimling

USS George H.W. Bush (CVN 77)

NEC - V82B Interior Communications Repair Technician
ICC (SW) James Bryant
IC2 (SW) William Cofelice
IC1 (SW/AW) Almedi Dearce
IC2 (SW/AW) Ashlie Loyer

USS Frank Cable (AS 40)

NEC - 797A Rigger / Weight Tester
BM2 (SW) Leana Huntwork
BM1 (SW) Jeremiah Skriba
BM3 (SW) Megan Wolfe

NEC - U33A Inside Machinist
MR2 (SW) Lorenzo Lucantoniomorales

NEC - U47A Shipfitter
HT2 Jessica Gallardoblancas
HTFN Brandon Pilger
HT2 (SW) Aliyah Mangan

NEC - U52A Pipefitter
HT2 Oscar Tirado

USS Emory S. Land (AS 39)

NEC - U47A Shipfitter
HTC (SW) Mike Lee

USS Arlington (LPD 24)

NEC - 835A Watertight Closure Maintenance Technician
DC2 (SW) Alex Stapleton

USS Iwo Jima (LHD 7)

NEC - 834A Valve Repair Technician
MM2 (SW) James Jensen
HT2 (SW/AW) Bobby Richards
MM2 (SW/AW) Michael Rodriguez
HT2 (SW/AW) Meghan Wadsworth

NEC - 835A Watertight Closure Maintenance Technician
DC3 Andrew Gerardo
DC3 (SW) Joshua Santiago

NEC - U33A Inside Machinist
MR3 Conner Willoughby

GRADUATES

July-November 2021

January—June

NEC - U39A Outside Electrical Repair Technician

EM2 Frank Escamilla
EM2 (SW) Travis Bishop
EM2 (SW) Benjamin Stiver
EMC (SW/AW/IW) Joshua Rosario

NEC - U40A Inside Electrical Repair Technician

EM3 (SW) Kevin Harris
EM2 (SW) Maddison Barksdale
EM1 (SW) Kyle Crislip
EM3 (SW) Eric Gitonga
EM2 (SW) Alexander Morton

USS Carter Hall (LSD 50)

NEC - 835A Watertight Closure Maintenance Technician

HM1 (SW) Mary Raines

NEC - U33A Inside Machinist

MR1 (SW/AW) Jesse West

NEC - U34A Outside Machinist

MM2 (SW) Nolan Lanag
MM2 (SW) Cole Nesius

USS Boxer (LHD 4))

NEC - U39A Outside Electrical Repair Technician

EM3 (SW/AW) Xiushi Li

Portsmouth Naval Shipyard Detachment San Diego

NEC - U47A Shipfitter

HT2 (SW) Alyssa Sprau

NEC - U52A Pipefitter

HT2 (SW) Cameron McDonough
HT1 (SW/AW) William Holden

Congratulations to all NAMTS graduates!

NAMTS Training Available at Various Shore Maintenance Facilities

NEC	NEC Title	Ratings	MARMC	NNSY	SERMC	SWRMC	PNS DET SD	TRF Bangor	PSNS & IMF Everett	HRMC
U17A	Air Conditioning & Refrigeration Technician	MM	X	X	X	X		X	X	X
V15C	Phalanx Gun and Ammunition Handling System Repair Technician	FC, GM	X		X	X			X	
860A	Corrosion Control Program Technician	All Ratings				X			X	
U26A	Diesel Engine, Governor, and Injector Repair Technician	EN		X	X	X		X		X
U08A	Gas Turbine (Mechanical) Repair Technician	GS, GSE, GSM	X		X	X			X	X
U11A	Gas Turbine (Electrical) Repair Technician	GS, GSE	X		X	X			X	X
U18A	Heat Exchanger Repair Technician	DC, EN, GSM, MM	X		X			X	X	X
761A	Hydraulics Repair Technician	ABE, ABF, GS, GSE, GSM, MM		X				X	X	X
U40A	Inside Electrical Repair Technician	EM		X	X	X		X	X	X
U33A	Inside Machinist	MR	X	X	X	X	X	X	X	
V82B	Interior Communications Repair Technician	EM, ET, IC			X	X			X	
U39A	Outside Electrical Repair Technician	EM, GS, GSE	X	X	X	X		X	X	X
U34A	Outside Machinist	GS, GSM, MM, MR	X		X	X		X	X	
U52A	Pipefitter	HT	X		X	X	X	X	X	
736B	Pump Repair Technician	ABE, ABF, DC, EN, GSM, MM, MR	X	X	X	X	X	X	X	
797A	Rigger/Weight Tester	All Ratings	X		X	X		X	X	X
719B	Shipboard Calibration Coordinator	EM, EN, ET, GSE, GSM, IC, MM	X							X
U47A	Shipfitter	HT	X	X	X	X	X	X	X	X
834A	Valve Repair Technician	All Ratings	X	X	X	X	X	X	X	X
835A	Watertight Closure Maintenance Technician	All Ratings	X		X	X		X	X	X
U54A	General Shipboard Welder/Brazer	HT	X	X	X	X		X		

NAMTS Training is Available at these Facilities

West Coast Afloat

- USS Nimitz (CVN 68)
- USS Carl Vinson (CVN 70)
- USS Theodore Roosevelt (CVN 71)
- USS Abraham Lincoln (CVN 72)
- USS Ronald Reagan (CVN 76)
- USS America (LHA 6)
- USS Tripoli (LHA 7)
- USS Essex (LHD 2)
- USS Boxer (LHD 4)
- USS Makin Island (LHD 8)
- USS John P. Murtha (LPD 26)
- USS Rushmore (LSD 47)
- USS Pearl Harbor (LSD 52)
- USS Stethem (DDG 63)
- USS Cowpens (CG 63)

East Coast Afloat

- USS Dwight D. Eisenhower (CVN 69)
- USS George Washington (CVN 73)
- USS John C. Stennis (CVN 74)
- USS Harry S. Truman (CVN 75)
- USS George H. W. Bush (CVN 77)
- USS Gerald R. Ford (CVN 78)
- USS Kearsarge (LHD 3)
- USS Bataan (LHD 5)
- USS Iwo Jima (LHD 7)
- USS San Antonio (LPD 17)
- USS Mesa Verde (LPD 19)
- USS Arlington (LPD 24)
- PCU Ft. Lauderdale (LPD 28)
- USS Tortuga (LSD 46)
- USS Carter Hall (LSD 50)
- Assault Craft Unit Four (ACU 4)

NAMTS Points of Contact

To learn more about the Navy Afloat Maintenance Training Strategy (NAMTS) Program and how you or your Sailors can get involved, please contact your nearest Regional NAMTS Coordinator, Afloat NAMTS Coordinator, or CNRMC by using the information listed below:

CNRMC - Code 900 Director, I-Level Production	(757) 400-0090
CNRMC - Code 910 I-Level Maintenance & Production	(757) 400-2127
CNRMC - Code 920 I-Level Programs/Knowledge Management	(757) 400-2486
CNRMC - Code 930 Sailor Professional Development Program Manager	(757) 400-2103
CNRMC - Code 931 Assistant Sailor Professional Development Manager	(757) 400-2467
NAMTS Program Manager	(757) 578- 5448
Assistant Program Manager/Afloat Lead	(757) 578-5181
NAMTS RNC Lead	(757) 500-4630
NATA Scheduler/Coordinator	(757) 578-5342
RNC- Trident Refit Facility, Bangor	(360) 315-1800
RNC - Mid-Atlantic Regional Maintenance Center (MARMC)	(757) 400-2619
RNC - Norfolk Naval Shipyard (NNSY)	(757) 400-2620
RNC - Southeast Regional Maintenance Center (SERMC)	(904) 270-5126 x5464
RNC - Puget Sound Naval Shipyard & Intermediate Maintenance Facility (Everett)	(425) 304-5507
RNC - Southwest Regional Maintenance Center (SWRMC)	(619) 571-8109
RNC - Pearl Harbor Naval Shipyard & Intermediate Maintenance Facility	(808) 473-8000 x6357
Industrial Plant Equipment - Lead	(757) 400-2208
Instructional Systems Designer	(757) 470-5934
Corrosion Control Program Manager	(757) 400-2466
Metrics	(757) 763-6079
NAMTS Public Affairs	(757) 500-4713

NAMTS Points of Contact

To contact our Afloat NAMTS team, reach out using the corresponding phone number below:

Assistant Program Manager/Afloat Lead	(757) 578-5179
NAMTS Afloat Training Activity (NATA) Scheduler/Coordinator	(757) 578-5341
Afloat NAMTS Coordinator Lead	(757) 226-8860
Afloat NAMTS Coordinator (Guam)	(671) 343-6240
Afloat NAMTS Coordinator (West)	(619) 259-2278
CSMP / 3M / Core (East)	(757) 735-1398
Inside Machinist SME (East)	(904) 339-1712
Structural SME (East)	(757) 373-4016
Outside Machinery SME (East)	(757) 469-2332
Electrical SME (East) & Team Lead	(757) 578-5139
Outside Machinery SME (East)	(757) 351-3111
Logistician SME (East)	(757) 223-0732 x4036
Assistant Program Manager (West)	(619) 259-2925
CSMP / 3M / Core (West)	(619) 259-2014
Inside Machinist SME (West)	(619) 259-2240
Structural SME (West)	(619) 259-2442
Outside Machinist SME (West) & Team Lead	(619) 292-2298
Outside Machinist SME (West)	(619) 259-2528
Electrical SME (West)	(619) 259-2790
Rigger/Weight Testing SME (West)	(619) 259-2015


NAMTS
U.S.
NAVY
COMMANDER
EX PARATIONE TRIDENS
NAVY REGIONAL MAINTENANCE CENTER